



Hongkong Daily Press.

ESTABLISHED 1857

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HONGKONG, MONDAY, APRIL 18th, 1921.

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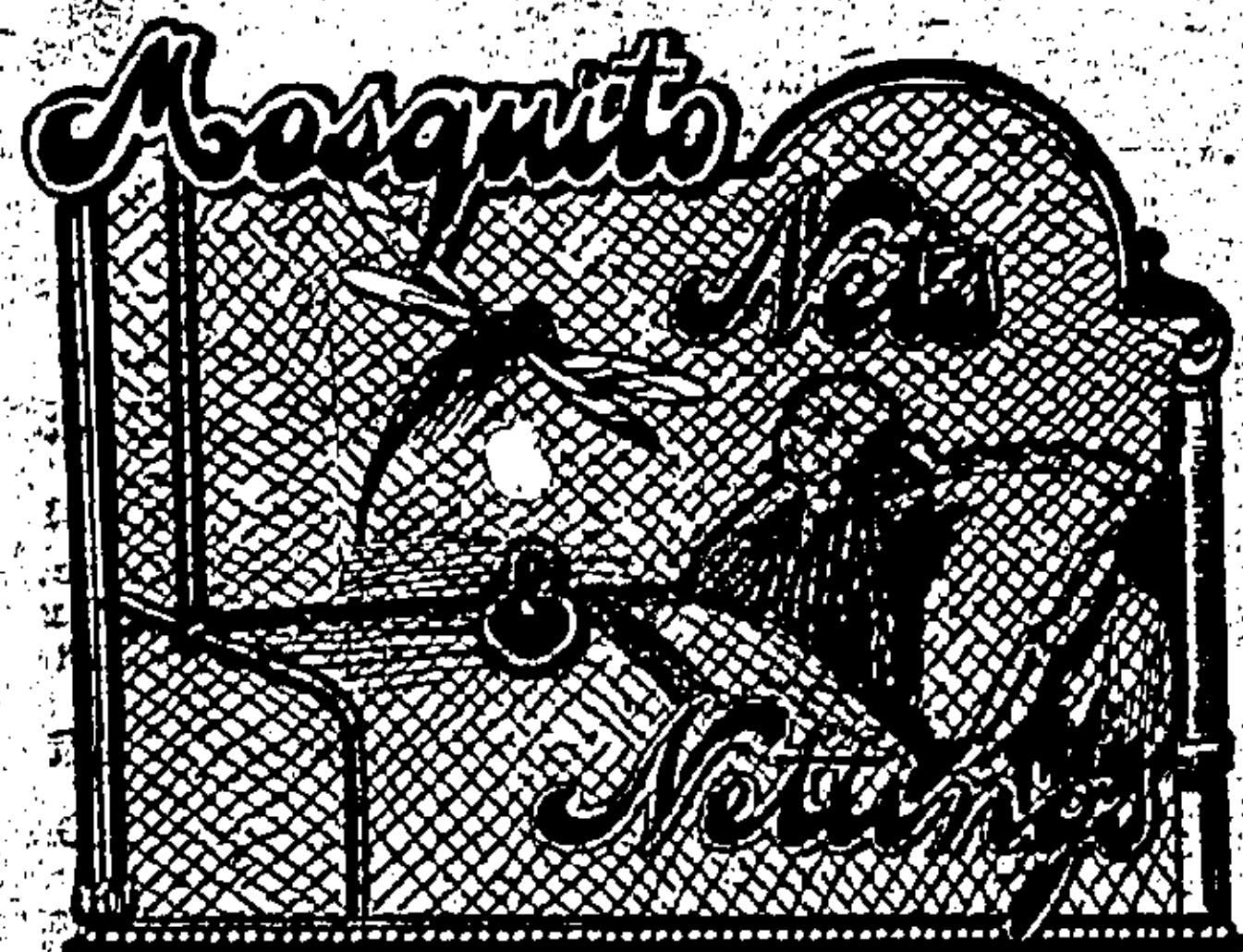
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MISSION OF HEALING.

ADDRESS BY MR. HICKSON AT
THE CATHEDRAL.

There was an unusually large congregation at St. John's Cathedral, on Sunday morning, when Mr. J. M. Hickson, who is conducting a mission of healing in Hongkong in the coming week, gave an address.

The Rev. J. T. Holman, the acting Cathedral Chaplain, announced that the mission was intended for all sufferers irrespective of their religious communion, and the co-operation of ministers of all denominations, and of doctors was cordially invited.

Mr. Hickson said this would be the first mission of healing in China, and he asked the prayers and help of Christians, people so that great good might ensue. "We get out of these things," he continued, "very much that we put into them; the mission is yours; not mine. If you put into your prayers, your faith and hope, and your trust in God, God will surely bless the work. All things are possible to those who believe, is the promise of God, but there is no promise whatever for the man who does not believe. To him these things are foolishness, and, of course, they must be so, because there is nothing in him awakened or quickened to receive a spiritual thought, and therefore it is just like water off a duck's back. The man who does believe in God, in his church, and in the law of Christ has some very definite promises."

This work of spiritual healing is as old as Christianity. I have nothing new to give you, I have no fresh message. All I have to tell you is this: that from my own experience I can say that it is true that "Jesus Christ is the same yesterday, to-day and forever," and that "His touch hath still its ancient power." We say that and we say these things, but the time has come when we have to look things straight in the face and ask ourselves, Do we believe it? If we do, why have we not been bringing sick and suffering souls to Christ? Do we realize that our Lord Jesus, who went about doing good, healing all manner of sickness and disease, is with us this morning? Do we believe it? If it is not true, our hope is in vain; but it is true.

Now with regard to spiritual healing, we must come back to Jesus Christ, because there is only one healer and one source of life; He alone can heal. I have no power to do it; I have never claimed any power; no man has the power to himself to give life and health to others; God alone can do that, though He uses men as His instruments.

Mr. Hickson pointed out that Christ trained His disciples to carry on His work, and on one occasion sent them out on a mission of healing. Christ intended when He formed His church, that through it His work might be continued. He said "Do my work as I have shown you; if you believe, greater things also shall ye do."

Are these things true or are they false, asked Mr. Hickson. Is our religion a sentiment or is it a fact? The early Church accepted the commission and was faithful to it. The Church was a healing church for several centuries; sometimes we forget that. Then, we read, healing was becoming exceptional; faith failed, and consequently the power of God could not be made manifest. Looking around to-day, there is nothing but sickness, suffering, pain, misery, distress and unrest, and one asks oneself, Does the world believe in Christ as a healing Saviour to-day? Look at the millions of people voted incurable by medical science. Can Christ do nothing for them? Is that the last word? Are all these people without a hope? Some of our nearest and dearest are locked behind asylum doors; medical science has no medicine for the mind. Thank God for the doctors; do not think I want to belittle God's work through them. We have seen it in this way; many a man has received great blessings from the surgeons and doctors, but I think that every good doctor would be the first to admit his limitations and he knows well enough that he cannot do more than his remedies can do.

We have been looking here and looking there, going to this watering place and that cure, and all the time the healing Christ has been standing there, saying, "Come unto Me." The Church has a wonderful opportunity of being once more a link between Christ and suffering souls, but this involves grave responsibility. Do not let it be said, "He came unto His own and His own received Him not."

Mr. Hickson referred to the ailments which are the result of heredity and said that only the sword of the spirit of Christ could cut the entail of disease and sickness. Why had religious people been so blind? It was their apathy, lukewarmness, want of faith and prejudice. Let them approach the subject in a spirit of penitence for past neglect. Christ had given them the command to do this work and the power to do it; the sword had been rusting in its sheath, to their shame. Churches were becoming half empty. People were drifting away into Christian Science, Theosophy, Spiritualism, and "all these hyphens and fool's parades." Why? These sheep were seeking pasture; they were looking for food, and if the Church had been faithful to her commission these things would not have existed to-day. People had been fed with an empty spoon, and they would suffer it no longer. The Church must be a living Church and it would never be that until it was a healing Church as Christ intended it to be.

Mr. Hickson went on to say that Christ did not only heal physical troubles, but spiritual ones. People asked, as though this life was the beginning and end of all, but they were spiritual beings now in the flesh, as much as they would ever be. Let them, therefore, get above the things that kept them material.

In conclusion Mr. Hickson said: I am not going to tell you of this and that person who has been healed. Christ is the Healer; I cannot heal anyone; neither can the doctor—he can only use the remedies God has given. Science has created nothing. There are some people who say, "This is another form of suggestion, psychotherapy, and that pays; it is a very good form of suggestion." It is a

(Continued at foot of next column.)

CORRESPONDENCE.

FAITH HEALING.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—In the opinion of the Bishop and the Cathedral authorities who have authorized the mission, the most important and lasting results are doubtless expected to be the spiritual and moral unity which it is hoped, will be experienced by those who participate in the meetings. But the "man in the street" may be excused if he is at first impressed rather by the peculiar method selected in the approaching mission to achieve the hoped for results. Both curiosity and criticism are likely to be aroused, as well as sympathy, by what many will regard as the novelty of the appeal.

It is, of course, no novelty. Faith healing is the oldest form of healing in the world. It grew up side by side with medical practice in its earliest and crudest form, which is the same as saying that it is not a monopoly of the Christian Church; though it has been perhaps more successfully developed in a Christian atmosphere of thought than in any other. The inscriptions in the temple of the Goddess of Medicine at Epidaurus in Greece (4th Century B.C.) record the cure by faith of such sicknesses as spots on the face, blindness, lameness, hernia, snakebite, baldness, phthisis, paralysis, gout, etc. It would appear that hypnotic suggestion, and even operations performed upon patients who were in the hypnotic sleep, were among the methods utilized concurrently with faith. For faith healing, except in some extreme forms, welcomes the use of what we call the natural means of restoration.

The widely spread practice of exorcism is only another form of the faith healing; for in early times all sicknesses were ascribed to the action of some god or spirit. Josephus Dio Cassius, Suetonius, and Tacitus record instances of cures effected by exorcists in the presence of Vespasian, who was Emperor of Rome (circa 70 A.D.). Vespasian himself is reported by these historians to have cured several persons by his touch in the Temple of Serapis in Egypt.

It is clear, then, that Christianity came into a world which believed in the power of gods in its exorcism and healing, that is in processes in which a god and the faith of the sufferer were joint actors. And it is well known that, in the earliest documents of the Christian Church, faith healing is frequently referred to as an important method of propaganda (as being a convincing proof of divine love and mercy). It is recorded as a dominant factor in the acts of healing wrought by Jesus Christ. St. Paul, writing to Corinth, refers to "gifts of healing" as commonly possessed (and, incidentally, ranks them as inferior to the gifts of apostleship, prophecy and teaching). Justin Martyr (circa 150 A.D.), Irenaeus (circa 180) and other Christian writers refer, in argument, to these phenomena, as matters which could not be contested by their opponents. Irenaeus says, "Some do certainly and truly drive out devils, so that those who have thus been cleansed from evil spirits frequently both believe and join themselves to the Church. Others again heal the sick by laying their hands upon them, and they are made whole." This is done, he says, by calling upon the name of Jesus Christ in a pure, sincere, and upright spirit. Augustine (died 430 A.D.), in his great work "The City of God," tells of a man at Carthage, who had been operated on for fistula with partial success only, but was cured by prayer, and so saved from the necessity of another threatened operation. Others he mentions who were cured of gout, cancer, hernia and paralysis. A brother and sister were cured of St. Vitus' dance at the church where Augustine was preaching—in fact the sister was healed during his sermon. He tells us that he knew of seventy cases of faith-cures effected in the two years preceding the writing of his book.

These phenomena of the early Christian days have recurred frequently through the centuries to our own day. The cures effected, for instance, by St. Francis of Assisi were numerous, and were recited in the Bull of his Canonization. After the Reformation, with the spread of the rationalistic spirit, faith healing fell into general disrepute as savouring too much of mere superstition; but it continued to have many defenders, such as Martin Luther, Valentine Goussier ("The Stroker"), and Prince Hohenlohe-Waldenburg-Schillingfürst. Its use has never been rejected, though often deprecated, by the Christian Churches. And in our own day we have seen that, as rank materialism has gradually lost its position of supremacy over the intellectual processes of men in proportion to the extensions of our knowledge, the phenomena of faith-healing are again receiving the attention they demand. The cures are by this means effected can be explained: whether they be magnetic or mental or spiritualistic or spiritual—Yours faithfully,

W. H. HEWITT.

far more. Psychotherapy, is mental science; this is spiritual healing. For spiritual healing, the first essential is faith in God. Unlike mental suggestion it is not a question of the power of mind over matter, but of the power of the spirit, when in union with Christ, over both mind and matter. "It is the spirit that healtheth and the spirit that giveth life."

The service concluded with prayer for the success of the mission.

Those responsible for the Mission of Spiritual Healing at St. John's Cathedral at 10 a.m. daily, desire it to be understood that it is a Christian Healing Mission in the widest sense. Though held under the auspices of the Church of England, all sick and suffering people of whatever communion are heartily welcome to avail themselves of this ministry. Their priests and ministers and doctors and other friends are equally invited, so far as space permits, to come with them. If they so desire, a help in intercession, and in other ways, will be given. But an ordinary case only necessary attendants should accompany the patients.

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SPORT.
CRICKET.

B. R. SAYER'S XI v. R. HANCOCK'S XI.

This match was played on Saturday on the Hongkong Cricket Club's ground. The following were the scores:—

B. R. SAYER'S XI.		R. HANCOCK'S XI.	
Sayer, c Webster, b Hamilton	0	Hamilton	0
Starleton, c Pearce, b Ramjahn	0	Ramjahn	0
De Rome, c Bradbury, b Webster	36	Webster	0
Franks, b Webster	41	Gilchrist, c Pearce, b Bird	20
Gilchrist, c Pearce, b Bird	20	Bowen, c Pearce, b Bird	6
Bowen, c Pearce, b Bird	6	Spinks, l.b.w., b Bird	20
Spinks, l.b.w., b Bird	20	Davies, c Edwards, b Ng Sze	16
Davies, c Edwards, b Ng Sze	16	Kwong	0
Kwong	0	Bagnall, c Webster, b Ramjahn	10
Bagnall, c Webster, b Ramjahn	10	Farthing, not out	12
Farthing, not out	12	Reid, c Bradbury, b Ramjahn	20
Reid, c Bradbury, b Ramjahn	20	Extras	9
Extras	9	Total	196

Bowling Analysis.

	B.	M.	R.	W.
Hamilton	0	3	28	1
Ramjahn	7.4	0	50	3
Webster	0	2	20	2
Bird	11	0	39	3
Ng Sze Kwong	3	0	20	1

B. HANCOCK'S XI.

E. R. Mitchell, run out	30
Ng Sze Kwong, c Reed	1
Major Edwards, c Farthing, b Davies	22
Webster, c Sayer, b Spinks	17
Ramjahn, b Reed	34
Pearce, c Franks, b Reed	28
Bradbury, c Gilchrist, b Reed	6
Sawyer, not out	4
E. W. Hamilton, l.b.w., b Reed	0
Bird, not out	10
Hancock, did not bat	0
Extras	1
Total	159

Bowling Analysis.

	B.	M.	R.	W.
Davies	0	0	22	1
Reed	17	2	57	5
Spinks	8	0	29	1
Farthing	3	0	26	0
Sayer	4	0	17	0
De Rome	2	0	7	0

UNIVERSITY SPORTS
MEETING.

The University Athletic Sports, held at the grounds in Pokfulam Road, on Saturday afternoon, were largely attended. H.E. (The Officer Administering the Government, Mr. Claud Severn) and Mrs. Severn, and the Vice-Chancellor (Sir William Brunyate) and Lady Brunyate were amongst those present. The prizes were distributed afterwards by Mrs. Severn. The band of the Y.M.C.A. rendered selections during the afternoon. The following were the officials:—Chairman (Dr. N. Teeddale Macdonald); Judges, Messrs. W. J. Hinton, L. Forster, and the Rev. E. W. L. Martin; Referee, Mr. C. A. Middleton Smith; Starter, Mr. J. H. B. Freeborn; Time-keepers, H.E. Mr. Claud Severn and Mr. M. H. Roffey. Stewards, Messrs. J. Fenton, Lim Eng Hae, and Y. C. Teh; Clerks of the Course, Messrs. James King, and R. Robertson.

Sports Committee, Sir William Brunyate, K.C.M.G., Dr. G. P. Jordan, LL.D., Messrs. R. E. M. Simpson, D. K. Samy, R. W. Barney, T. S. Wong, and N. M. Lim (Hon. Secretary).

The following were the results of the contests:—

Kicking the Football.—1, C. L. Chow.

Throwing the Cricket Ball.—1, Cheah Tom Lok.

100 Yards.—1, Cheah Tom Lok; 2, Tsu Pin Yuen.

220 Yards (for schools).—1, S. A. Ramjahn (St. Joseph's); 2, J. Acker (St. Joseph's).

220 Yards.—1, D. K. Samy; 2, Hsu Pin Yuen.

440 Yards.—1, D. K. Samy; 2, Cheah Tom Lok.

Putting the Weight (10 lbs.).—1, S. O. Yang; 2, T. S. Khoo.

Long Jump.—1, Cheah Tom Lok; 2, T. E. Yeoh.

Shot Jump.—1, C. Thong Kam; 2, Keng Shu Chih.

High Jump.—1, D. K. Samy; 2, T. S. Khoo.

One Mile.—1, D. Laing; 2, Ting Siow Choon; 3, Wong Sien Tin.

Half Mile.—1, D. Laing; 2, Hsu Pin Yuen; 3, Leo Choon Eng.

Tag-0-War.—Won by Lugard Hall.

Hurdles. 1, S. A. M. Sopher; 2, T. E. Yeoh.

Egg and Spoon (for girls).—1, E. Bead (Dioconan Girls); 2, Lo Chan Kwan (St. Stephen's).

Relay Race.—Won by Lugard Hall.

Team (D. K. Samy, S. A. M. Sopher, D. Laing and Yeoh Tich Eng).

SHIPPING RATES.

LOWER FOR FOREIGNERS.

According to Mr. Waddington (C.U. Rosendine) a damaging discrimination is being shown against English cotton goods by the new outward rates fixed by ship-owners.

He asked the President of the Board of Trade in Parliament, what was being done to secure for British produce as cheap a freight rate as the foreigner was granted, and gave the following comparative charges (per ton):—

From Liverpool 77s. 6d. From Antwerp 75s.

To Bombay, Calcutta and Colombo. From Liverpool 95s. From Antwerp 45s.

To Fremantle, Adelaide, Melbourne and Sydney. From Liverpool 125s. From Antwerp 75s.

Sir Robert Horne promised to write to the ship-owners concerned, and to report the result.

KOWLOON GOLFERS.

SUCCESSFUL ANNUAL DINNER.

Members of the golf section of the Kowloon Cricket Club held a very successful annual dinner at the Palace Hotel, Kowloon, on Saturday evening. Mr. W. T. Elson (Captain of the Golf Section), who presided, was supported by Mr. D. G. Nicoll (late Captain), Mr. H. Overy (hon. sec.), Mr. R. E. Lindell, Major Bagnall (U.S.R.C.), and members of the committee. Mr. D. J. Mackenzie occupied the vice-chair.

The menu, admirably served under the superintendence of Mr. Oxberry, was a "nine-hole course," and some humorist on the committee had worked in some amusing golfing "gags." The soup, for example, was not "casual water." With regard to the joint, it was mentioned that "the greens are good here." Last any should be in doubt as to the proper way to eat asparagus, the explanatory comment appeared: "Please replace the turf." There was also an awful pun about getting your "desert" if you overdrive. A "golfer's guide" over the page stated that "Ananias was a golfer; he lay dead on the green after a bad lie." "Cluck" was defined as "an epithet applied to the handicapping committee," speeches at the dinner were reduced to a minimum and an excellent programme of songs contributed greatly to the enjoyment of the evening. To this contributed: Messrs. Crow, V. C. Labrum, S. Gray, F. H. Farthing, G. Pritchard, and Pearson.

During the evening, also, the trophies won during the year were presented. The Captain's Cup, given by Mr. D. G. Nicoll, went to Mr. Stalker, who secured it for the first time after a hard game with Mr. D. J. Mackenzie, the lowest handicap player, who took the runner-up prize. The Championship Cup, awarded to the first winner of the shield in perpetuation of the memory of the late Mr. J. H. Moore Mead, went to Mr. Mackenzie, with Mr. B. D. Evans as runner-up. The Cup for the Ecclectic Competition (presented by Mr. Overy) was won by Mr. J. Parkes, with Mr. Mackenzie as second. The Bogy prize (presented by Messrs. Elson and Avenell) went to Mr. J. Stalker—Mr. Parkes as runner-up. The Woodman Cup went to Mr. G. Bond, with Mr. Mackenzie (scratch) second, and the Davis Cup to Mr. J. McMontrie; Mr. Elson second. The monthly prizes were distributed as follows:—March, Mr. H. E. Stevens; April, Mr. H. Owen; May, Mr. Stalker; June, Mr. McMontrie; July, Dr. Woodman; August, Mr. Newton; November, Mr. C. Reynolds; December, Mr. Heathcote.

The prizes for the Bridge Tournament were also presented: First, Messrs. Brown and McMontrie; second, Capt. Ritchie and Mr. Labrum.

In proposing the toast of "The K.C.C. Golf Section," the Chairman said the Section had had a very successful season. The waiting list of new members showed that things were very much alive. A new competition was that for the championship shield, to perpetuate the memory of the late Mr. J. H. Moore Mead, one of the hardest-working secretaries the club ever had. This had been won by one of the original members—Mr. D. J. Mackenzie (applause). He hoped new members would enter for the competition, they had a good chance of success, as was seen in the contest for the Woodman Cup, in which the high handicap man won, with the handicap man second. The Section had had several competitions with other clubs and these had been carried through very enjoyably. He thanked the generous donors of the cups; the Section was very fortunate in this respect. The Chairman concluded with an appeal to members to support the competitions, they tended to keep the Club together and bring members in contact. Mr. G. H. May responded. His speech was pitched rather in the key of *laudatio temporis acti*; in the days when the Club had only 25 members he found more enthusiasm. In those days everyone loved the game; some had degenerated and had played lawn bowls since (laughter).

Mr. E. J. Edwards proposed: "The Visitors," and Dr. J. P. SWALLEY responded. Mr. R. E. LINDSELL amused the members with some stories of the ingenious excuses of Chinese defendants in the courts. Mr. D. J. MACKENZIE proposed the health of the CHAIRMAN, as an all-round sport, as well as an accomplished golfer. The Chairman briefly replied and the proceedings soon afterwards terminated.

SHANGHAI TRADE.

Messrs. Ilbert & Co. Ltd., piece goods market report says:—

There is little or nothing of interest to report as to the local market, no fresh business having transpired during the week. The usual cautious buying for spot requirements has been in progress, the greater part of it being for North with no demand worth speaking of from the Yangtze Valley or elsewhere. Politically matters remain quiet, at least on the surface, the tension having been eased somewhat by public denials on the part of some of the Northern Tschuns of the widespread rumours of an early attempt at a restoration of the monarchy, but there is nevertheless a very uneasy feeling throughout the country accompanied by rather more than the usual amount of lawlessness and petty warfare in some of the Yangtze Province, notably Huanan and Szechwan, where sporadic risings by the peasants against the soldiery are reported.

Telegram report Manchester prices are slightly higher with a better enquiry from India which puts the possibility of replacement outside the bounds of possibility for this market for the time being. The outcome of the coal crisis in England is awaited with considerable anxiety as the threatened flooding of the mines would probably lead in time to depriving Manchester of her supremacy in the textile world. In any case, any further addition to her already high cost of manufacturing in relation to her comparatively low production will greatly force the trade to other countries where labour is cheaper and more productive.

BOXING TOURNAMENT.

RESULT OF HEAVYWEIGHT CHAMPIONSHIP.

There was a large attendance of followers of "the noble art," on Saturday night at the Ming Yuen Garden, at the last boxing tournament of the season. The principal event was the contest for the heavyweight championship of the Colony, in which "Peggy" Evans, of H.M.S. *Hawkins*, won the verdict against Pte. H. Wilkins, of the R.M.L.I., and there were five other events.

HEAVYWEIGHT CHAMPIONSHIP.

This was a fifteen-round contest for the belt presented by the Hongkong Exchange Brokers' Association, between "Peggy" Evans, of H.M.S. *Hawkins* (180 lbs.), and Pte. H. Wilkins, R.M.L.I. (183 lbs.), heavyweight champion of the China Squadron, 1920.

In the opening round, both opened cautiously, Wilkins using his left with advantage. His opponent was rather slow. The next round was in Wilkins' favour, who went about in a business-like fashion, delivering telling blows, both right and left. In the third round, again, Wilkins opened well, with decisively aggressive tactics, getting in some lightning jabs. Evans seemed to have abandoned his defensive manner in the fourth. He gave more than he got, but Wilkins was by no means shy. Both contestants fought their best. The next two rounds saw Evans in even better form. He used his left more than once most effectively. His opponent, however, was never in difficulties.

In the eighth round, Evans' speed and persistency began to show results. Wilkins brought off a tremendous direct hit on his opponent's body, but the latter retaliated with a telling right to the jaw. In the ninth round, Evans seemed to slow up, but Wilkins was as game as ever. The next six rounds were more or less lacking in startling incidents. Both contestants were keen on getting in effective blows. Evans was given the verdict on points. Mr. R. M. Dyer presaged Evans with the belt.

MIDDLE-WEIGHT CONTEST.

In the 6-round middle-weight contest between A.-B. McDonald, of H.M.S. *Titanic*, and Leading Stoker Jones, of H.M.S. *Ambrose*, Jones had slightly the better turn of speed and accuracy in hitting. He used his left with advantage. McDonald, however, seemed to specialise in jabs to the jaw. Jones just got the verdict on points after the 6th round.

FEATHER-WEIGHT CONTEST.

This 6-round contest, between Leading Seaman Burns, of H.M.S. *Alacrity*, and Corporal Nye of the Wiltshire Regiment, ended in the second round, Nye delivering a thunderous blow to the body which sent Burns to the floor. Both started well, but Nye went to business from the start, while Burns opened cautiously. Nye, however, had more weight behind his blows, and his right was most effective.

WELTER-WEIGHT CONTEST.

Six-round contest, between Stoker Skinner, H.M.S. *Titanic*, and A.-B. Bullard, H.M.S. *Hawkins*. They were evenly matched. In the third round Skinner rushed his opponent, but the latter succeeded in driving a hard right to Skinner's body. The fourth round was mostly in Bullard's favour. Skinner then came out strongly and got the verdict on points.

LIGHT-WEIGHT CONTEST.

A 6-round contest, between A.-B. McBride, H.M.S. *Hawkins*, and A.-B. Derbyshire, H.M.S. *Titanic*. In the first two rounds Derbyshire had the advantage. It was in the fifth that McBride had some good uppercuts to his credit, but Derbyshire was the more aggressive of the two, and won on points.

LIGHT-WEIGHT.

The other 6-round light-weight contest, between Pte. Richards, R.M.L.I., and A.-B. Poppel, H.M.S. *Titanic*, was not very exciting and went to Richards.

HONGKONG IMPORTS.

CHAMBER OF COMMERCE REPORT.

The fortnightly price current and market report, published by the Hongkong General Chamber of Commerce, states:—

Cotton, Piece Goods and Fancy Cotton Goods.—The annual Ching Ming celebrations have accentuated the stagnation in our market. Owing to the industrial troubles at home the Manchester market is seriously affected.

Cotton Yarn.—Transactions ran into about 3,000 bales and values ruled very steady. Practically all the stocks on spot are now in the hands of Chinese. Clearances have been very satisfactory. Quotations are:—No. 10s. \$140 to \$174. No. 12s. \$145 to \$178. No. 16s. \$175 to \$190. No. 20s. \$175 to \$215. Arrivals 5,500. Sales 3,000 bales. Shipments 250 bales. Unsold stock 2,000 bales. Bargains 13,000 bales.

Woolens.—No sales are reported and there is no change in the market. Dealers will not buy until nearer the fall of the year owing to the drop in home prices.

Raw Cotton.—Values are steady. Sales follow:—Indian descriptions \$23 to \$26. Chinese descriptions \$24 to \$28 per picul.

Metals.—Business has been reported in wire, nails. Sales of 5 to 8,000 kgs 14 1/2 inches at \$9.55 to \$210 are said to have been done. Quotations are lower from London, for steel bars, angles and plates, but very little business reported, in these lines. Dealers will pay \$2.50 for steel bars. The deadlock regarding the force majeure clause on contracts continues, and most firms appear to be unwilling to sell on terms the dealers desire.

Flour Market Report.—Stock: About 225,000 sacks. Quotations: American Patent, \$5 per sack; American Cut-off, \$3.25 per sack; American Straight, \$3.25 per sack; Shanghai Flour 2nd, \$3.10 per sack.

Sugar.—Market quiet. Saltpetre.—Stock 6,000 bags. Market quiet.

"MONTEAGLE'S" RESCUE

WORK AT THE LAMMOCKS.
ASSISTANCE TO FRENCH STR.

CREW SAVED WITH LOSS OF ONLY EIGHT LIVES.

The *N. C. Daily News* of the 13th inst. has the following report on the recent rescue work by the C.F.O.S. s.s. *Monteagle* at the Lammocks.

SIGNALS OF DISTRESS.

At 5 a.m. on the 8th inst. the *Monteagle* sighted the French str. *Hautin*, of Saigon—a wooden steamer bound from Shanghai to Swatow—flying signals of distress. There was a strong north-east wind and a high sea running, and the weather was clear, but overcast. Several signals were exchanged between the *Hautin* and the *Monteagle*, in the course of which the latter was requested to send a wireless message for a tug and stand by in the meantime. Soon after 9 a.m. the *Hautin* signalled that she was sinking, and that they wished to abandon her. At 9.30 a.m. the *Monteagle* lowered two lifeboats, with Chinese crews, one in charge of Mr. Ferguson, chief officer, and the other under Mr. Campbell, first officer. About the same time the *Hautin* launched two boats. One of these capsized and it is reported that four of the Chinese crew were drowned. The other got safely away with 18 persons, all of whom were Chinese.

About 10 a.m. the *Hautin* anchored rather less than a mile south of the Lammock Lighthouse, her engines having stopped owing to the water having put out her furnaces.

HIGH SEAS RUNNING.

The chief officer's boat successfully reached the sinking steamer, but owing to the high sea running, the Chinese would not jump for it and only one man—a European—got on board the lifeboat. The first officer's boat failed to reach the *Hautin*, and drifted to leeward.

At 10.30 a.m. the *Monteagle* picked up the 18 persons from the *Hautin*'s lifeboat, and at 11.30 a.m. picked up the chief officer's lifeboat and then steamed to windward. The Chinese crews that handled these boats worked well, but, owing to the heavy weather, did not seem to have the required stamina for rowing, so Capt. Hosken asked for a volunteer European crew.

At 12.30 p.m. the *Monteagle* sent off a lifeboat manned by a volunteer European crew, and this boat returned at 1.30 p.m. with 18 rescued people who, owing to the heavy sea, were got off with great difficulty.

THE LAST SURVIVORS ABOARD.

At 2 p.m. this lifeboat was again sent off to the wreck, but unfortunately missed her and drifted to leeward. At this time the *Hautin* was getting very low in the water and there were still 31 persons on board, so that Capt. Hosken became anxious lest the vessel might sink before the remainder of her crew could be rescued. Owing to the strong wind and rough sea, it was very difficult for the *Monteagle* to manoeuvre. However, it was not long before she had this lifeboat in tow, and towed her up to the wreck.

At 3 p.m. the *Hautin* was abandoned, the last person to leave her being safely got into the lifeboat, and at 3.15 p.m. the *Monteagle*'s lifeboat arrived alongside with 31 people, the remainder of the crew, this making the total number of people rescued six Europeans and 60 Chinese. At 3.15 p.m. the *Monteagle* proceeded on her voyage at full speed.

The H.M.S. *Alacrity* had arrived on the scene about 10 a.m. and endeavoured to get a boat to the wreck, but without success.

During the rescue operations several wireless messages were sent from the *Monteagle* to the Commander-in-Chief in Hongkong and to H.M.S. *Cairo*.

It was learnt later that the *Hautin*, sank at 4.30 p.m.

A DRAMATIC STORY.

Another account to hand, after reciting the earlier events in the story gives the following dramatic tale of the attempts at rescue.

The *Monteagle* veered round the smaller ship several times and at an opportune moment launched a boat manned by members of the European crew, deck and engine room staff. This boat succeeded in getting under the stern of the stricken vessel and rescued a further 19 members of the crew. The encirclement of the *Hautin* was made about 2.30 p.m. and the *Monteagle* passed so close to her that a stone could have been thrown on to the deck.

The crew of the doomed ship could plainly be seen huddled on the poop and frantically waving their hands, whilst the French officers indicated that they would attempt to swim the distance separating the two vessels. Both wind and sea had increased considerably since noon and such an attempt, had it been made, would have been quite hopeless.

The *Monteagle* steamed slowly across the bows of the *Hautin* and a boat manned by the same white crew, involved in the previous rescue again set off. Owing to the violent sea it was impossible to get close to the *Hautin* at the first attempt and the lifeboat was taken in tow by the *Monteagle*.

THE LAST ATTEMPT.

On the *Monteagle* again coming close to the *Hautin* the small boat cast off and again managed to attach herself to the stern of the sinking ship. This last attempt was highly successful and no less than 31 remaining members of the crew were safely transferred, making a total rescue of six Europeans and 60 Chinese. It is understood that the *Hautin* foundered about three quarters of an hour after the last member of the crew had been transferred. Great credit is undoubtedly due to Capt. Hosken, his officers and crew, particularly the following members who formed the volunteer rescuing party:—

Mr. Ferguson, chief officer; Mr. Campbell, 1st officer; Mr. Vaux, assistant purser; Mr. Flowers, 6th engineer; Mr. Hunter, 10th engineer; Mr. McDonald, electrician; Mr. Flann, carpenter; Mr. Bosquet, workmaster; Boy Ransinger and Boy Walsh.

A handsome present for the members of the rescue party was subscribed to enthusiastically by the passengers of the *Monteagle*.

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97

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[84]

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for Bookkeeping Department of large Commercial Firm.
Apply, stating salary required, to—
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NOTICE.

MAJOR-GENERAL Sir G. M. KIRKPATRICK much Regretted having to postpone his MEETING last Friday, owing to a slight accident at the Royal Artillery Sports.
He has now fixed 5.30 p.m., THURSDAY, April 21st, at the ROYAL ARTILLERY THEATRE, Victoria Barracks, for the discussion on the formation of an ex-Service organization in Hongkong; and he hopes that all those interested will be able to come on that day.
HEADQUARTERS, C.G.
Hongkong, April 16th, 1921. [816]



NOTICE.

IT IS NOTIFIED for information that a CASE OF RABIES has occurred within the Eastern District of the City of Victoria.
All dog owners are advised to exercise strict supervision over their dogs, and to keep them on leash in public places.
The Police have orders to enforce strictly the provisions of Section 16 of the Summary Offences Ordinance, viz:—

16.—(1) It shall be lawful for any police constable to destroy any dog or other animal reasonably suspected to be in a rabid state, or which has been bitten by any dog or animal reasonably suspected to be in a rabid state.

(2) The owner of any such dog or animal who permits the same to go at large, after having information or reasonable ground for believing it to be in a rabid state, or to have been bitten by a dog or other animal in a rabid state shall be liable to a fine not exceeding two hundred and fifty dollars or to imprisonment for any term not exceeding three months.

(3) It shall be lawful for any police constable to destroy any dog which is found straying or wandering about during the day-time, without any owner and not wearing either a collar with the name and residence of the owner inscribed thereon or a current Licence Badge; and any such constable is hereby further authorized to destroy any dog which is found straying or wandering about between the hours of 10 p.m. and 5 a.m.

T. H. KING,
Acting Captain Superintendent of Police,
Hongkong, April 16th, 1921. [817]

HONGKONG CRICKET CLUB.

OPEN CHAMPIONSHIP DOUBLES.

R. & H. HANCOCK & WONG PO KEUNG
& Y. VANOVITCH.

WEATHER Permitting, it is hoped to hold this match on WEDNESDAY, April 20th, at 4.30 p.m.

RESERVED SEATS for this match may now be booked at the Pavilion by Members, Subscribers and those holding "Privilege Tickets".

Booking will remain open at the Pavilion until Noon on TUESDAY, April 19th, and will then be transferred to Messrs. MOUTRIE & Co. Tickets, Price \$1 each. [818]

GULIA-KALUMPONG HUBBER

ESTATES, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Company will be held in LONDON on April 19th.

The SHARE REGISTER will be CLOSED from April 9th to April 20th, both days inclusive. By Order,

LOWE, BINGHAM & MATTHEWS,
Colonial Register.
Hongkong, March 30th, 1921. [713]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A GENERAL MEETING of Members will be held on THURSDAY, 21st April, at 4.30 p.m. in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, for the purpose of nominating a Representative of the Chamber to serve on the Legislative Council during the absence on leave of the Hon. Mr. P. H. HOLYOAK.

Notice in writing of the names of candidates and of their proposer and seconders to be lodged with the Secretary at least 48 hours before the time appointed for the holding of the General Meeting.

By Order, E. A. M. WILLIAMS,
Secretary.
Hongkong, April 14th, 1921. [798]

WM. POWELL LTD.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, 41 TUESDAY, April 26th, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, and Statement of Accounts to the 28th February, 1921.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th April to the 26th April, 1921, both days inclusive. By Order of the Board of Directors,

H. O. HOLY,
Secretary.
Hongkong, April 14th, 1921. [808]

INTIMATIONS

ROYAL HONGKONG YACHT CLUB.

THE CLOSING CRUISE and **BOWLING REGATTA** will be held at the Club House, North Point, on SATURDAY, 23rd April, 1921.
The Commodore and Committee will be at Home to Members and friends from 2.30 p.m.

H. S. ROUSE,
Hon. Sec. Sailing Committee.
Hongkong, 15th April, 1921. [806]

NOTICE.

NOTICE IS HEREBY GIVEN that the **POWER OF ATTORNEY** dated the 23rd day of December, 1920, and given to Mr. CHIN SUI OHO by the undersigned has this day been revoked.

CHIN KWAN SOU (otherwise known as)
CHIN CHU HOU TONG
WONG SHUT PING. [797]

NOTICE.

NOTICE IS HEREBY GIVEN that the Business of the Fox Hare Tea House Firm carried on by WONG SHUT PING and CHIN KWAN SHAU at No. 13, Hillier Street (ground and first floor), Victoria in the Colony of Hongkong, has this day been assigned to the undersigned who has not accepted the debts and liabilities of the said Fox Hare Tea House Firm.

Dated the 13th day of April, 1921.
WONG WING SHING. [796]

NOTICE.

CENSUS OF THE COLONY
SUNDAY, APRIL 24TH.

NOTICE IS HEREBY GIVEN that the DISTRIBUTION OF SCHEDULES has begun.

A Schedule in English will be left on each non-Chinese household together with a Schedule in Chinese which alone must be used for all Chinese servants.

The persons who must be included in each Schedule are all those who are alive at midnight on the night of SUNDAY, APRIL 24th, and who whether as member of the family or as visitor, boarder or servant in the household or establishment.

1. Houses that night in the dwelling of the household or establishment or
2. arrives and is received into the household or establishment on the morning of MONDAY, APRIL 25th, not having been enumerated elsewhere.

Persons engaged on night duty that night should be entered on the Schedule of the household in which they reside.

All heads of households are requested to have the Schedules completed by April 25th, when the collection of the Schedules will commence, and ready to be handed to the enumerator when he calls. On completion the Schedules should be left with a responsible person of the household who is likely to be in the house when the enumerators call, for example, the head Chinese servant. Most of the work of distribution and collection will be done between 5 p.m. and 7 p.m. each day.

Each enumerator will carry a card of appointment signed by the Census Officer which should be produced on demand.

J. D. LLOYD,
Census Officer.
Hongkong, April 14th, 1921. [800]

A. G. DA ROCHA

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HOUSEHOLD FURNITURE. [79]

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Private Cabins and beds in Dormitories.
Motor Launch "Dawson."

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the new columns of the Hongkong Daily Press are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for
Boxes P. Q. AD. AP. AW. BF. BG. BH. BV. LH. LI.

FOR SALE—One No. 9, OLIVER TYPEWRITER with both brief and short carriage \$130. One No. 10, HONEO DUPLICATOR, \$30.—Apply to Box LD, c/o Daily Press Office. [37]

FOR SALE—MOTOR BOAT "JEAN" length 35 feet, beam 8 feet, 45 H.P.M. 6. Thornycroft Engine, hull built by Messrs. Thornycroft in England, in good running order, comfortably fitted up. Price \$3,000, or open to consider an offer. Apply to F. GRAHAM c/o Hongkong Electric Co., Ltd. [40]

WANTED—FURNISHED HOUSE—Peak district, for months May to October. Apply Box LG, c/o Daily Press Office. [41]

OFFICES TO LET—2 or 3 Rooms with early possession, Central position, reasonable rent. Apply Box LH, c/o Daily Press Office. [43]

FOR SALE—SAILING BOAT with auxiliary engine "Box Axi" or "Lily." Can be seen by request.—Apply to H. THOMPSON, 12, Alexandra Buildings. [45]

OFFICE WANTED by Barrister. Good rent for suitable room. Prince's Buildings preferred. Apply Box LI, c/o Daily Press Office. [44]

DIOCESAN BOYS' SCHOOL, HONGKONG.

WANTED—A TEACHER of Shortland—Lady. Two lessons three mornings each week.
Apply to—
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FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession.
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FOR SALE.

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LINTSEAD & DAVIS,
Alexandra Buildings. [801]

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DRY GINGER-ALE

FRAGRANT,

AROMATIC,

DRY.

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has helped to give this drink the

popularity it so well deserves.

Pints, \$1.25 per dozen.

Splits 80 cts.



A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

[11]

BIRTH.

BLACK—At "Ian Mor" Peak Road, Hongkong, on April 16th, to Dr. and Mrs. G. D. R. BLACK, a daughter. [819]

MARRIAGE.

PRICE—COMPTON—At Shanghai, on April 9th, CHARLES GORDON PRICE, to LILLIAN DOROTHY, the third daughter of the late J. S. Compton, and Mrs. E. J. Compton, of Shanghai.

DEATH.

MACKENZIE—On April 15th, at St. Paul's Hospital, following an operation, HELEN TURNBULL, dearly beloved younger daughter of Mr. and Mrs. Alexander Mackenzie, of 154, the Peak, in her 18th year. [814]

HONGKONG OFFICE: 10A, DES VOUX RD., O. LONDON OFFICE: 131, FINEST SQUARE, E.C.

The Daily Press.

HONGKONG, APRIL 16TH, 1921.

LABOUR'S SAVING COMMON SENSE.

The opposition to a general strike which manifested itself in the ranks of Labour at Home at the eleventh hour and saved the country from the dire consequences of a general strike by the three great Labour organisations represented by what is known as the "Triple Alliance" preserves our faith in the sound common sense of the British working man. So far as the solidarity of Labour works for improvement in the conditions of the worker and for a larger share in the fruits of labour it is something which the impartial man can regard as a justifiable and a laudable ambition, but it is a power which requires to be exercised with prudence and judgment. "Tis excellent," as SHAKESPEARE says, "to have a giant's strength, but 'tis tyrannous to use it as a giant." The organ of the Labour extremists describes the rupture of the Triple Alliance as "the heaviest defeat that has befallen the Labour Movement," but that is evidently not an opinion shared by the general body of working men. We may take it that they have clearly perceived that a combined strike which would disorganise the whole of the great industries of the kingdom would have results far more disastrous in the long run to the general body of working men than any failure to support demands of a particular industry, which their

authors have not yet been able to conclusively show are possible of immediate concession with consequences which will be mutually beneficial to Labour interests as a whole. The dissenting unions have evidently viewed the matter from a much broader standpoint than the miners. Sympathy with the capitalist was doubtless entirely lacking, but it is nevertheless impossible to ignore the fact that capital cannot be driven from the country without serious injury resulting to the general interests of Labour. At bottom the decision of the railwaymen and the transport workers to break away from the miners at the point ultimately reached in the negotiations must have been influenced by the consideration that as much had been gained as could reasonably be expected in all the circumstances which the prolonged conclusions have disclosed. There is Labour solidarity up to the point of wringing from the Capitalist what can be conclusively shown to be a fair share of the earnings of industry, but it is very reassuring to find that the rank and file of the Labour Unions are asserting the right of private judgment and are able to put due restraints upon the over-reaching ambitions of their leaders. We interpret the rupture of the Triple Alliance on the very eve of a combined strike as proving that there is a wide-spread feeling among the working classes of the country that the concessions made by the owners and miners in the course of the dispute afford a basis for a reasonable settlement, and that they are not prepared to challenge the position which the Government has firmly taken up throughout the dispute, in defence of the interests of the general body of taxpayers. In the face of such an expression of opinion we cannot suppose that the strike among the coal miners will be much further prolonged. The decision of the other unions to withhold their support is bound to exercise a very powerful influence on opinion in the coal mining centres, and the miners' leaders are not likely to under-estimate the effect it must have on the support they may expect for further persistence in the extreme demand on which they have been hitherto insisting.

The steamer *Burgulus* with the English mail of March 17th arrived yesterday afternoon.
The programme is out for the next Hongkong Jockey Club Gymkhana which is fixed for Saturday, May 7th.
H.E. the Officer Administering the Government has appointed the Hon. Mr. H. W. Bird to be a visiting Justice to the Po Leung Kuk vice Mr. A. G. Coppin, resigned.
The death is announced at Pretoria, on the 9th March, of James Moore, M.A., F.R.C.S., son of the late Quintin Moore, Glasgow, and formerly resident in Shanghai, Canton, China, and Irvine, Ayrshire.
The Straits papers write in very eulogistic terms of the excellence of the productions in that port by the H. B. Waring Company who open their season in Hongkong to-night with "A Witness for the Defence."

Chinese troops patrolling the West River captured last week a quantity of raw opium weighing 8,000 taels and valued at \$10,000. It was seized from a sampan which had received it from a steamer coming from Wuchow.

A Chinese was accidentally knocked down in Queen's Road West on Friday night by a private car. One of the front wheels passed over his thigh, and he was conveyed in an unconscious condition to the Government Civil Hospital.

Our Scottish correspondent in his latest letter reports the marriage at Greenbank, Rothesay, on the 9th March, of Captain James Ferguson Peacock (China Navigation Company), to Ruth Gordon, second daughter of the late Dr. Reid, Rothesay.

The approaching marriage is announced of Gerald Hay Ruxton (Chinese Maritime Customs), second son of the late Rev. F. H. Ruxton, Rector of Well, Yorkshire, to Mona, eldest daughter of Archdeacon G. A. d'Arcy Irvine, Archdeacon of Cumberland and Sydney, N.S.W.

Surgeon-Commander I. Lindrop has been appointed to the cruiser *Hawkins*, flagship of the China Squadron. This officer has been in the medical department of the Royal Navy for twenty-one years, and when a surgeon served on the *Leviathan* when she was flagship of the China Station in 1903-05.

The Government is now inviting tenders for reclaiming approximately 90 acres of the Praya East foreshore with materials obtained by cutting down Morrison Hill; protecting the area so reclaimed by sea and quay walls; constructing sewers, stormwater drains, reinforced concrete piers, refuse boat pier, retaining walls and temporary and miscellaneous works.

One of a batch of convicts travelling under police escort from Macao to Hongkong on the s.s. *Sui Tai*, to be transported from here to Timor, jumped overboard just after the ship had left Macao last Thursday. Although the ship was stopped for a time, no trace of him could be found. This convict had been sentenced to 30 years' transportation to Timor for having murdered his wife.

Again it is announced that work upon the southern section of the Canton-Hankow Railway will be continued, and that a sum of \$120,000 for this purpose will be provided by the Kin-Han, Tientsin-Pukow and Peking-Fengtien railways, to commence with, while it is further hoped to raise an annual amount of about \$5,750,000 until the line is completed. If the country could only remain peaceful it is believed that the work could be finished within three years.

In discussion on the Foreign Office vote in the House of Commons, on March 11th, explaining an item of £50,000 in the Estimate for the medical service of the League of Nations, reference was made to the means that had been taken or were being taken to meet the situation with regard to typhus in Eastern Europe. It was, to a large extent, an international question. In August last the Lord President of the Council was requested to issue a special appeal. Japan had given £5,000, Siam £1,000 and China £2,000.

We regret to record the death of Miss Helen Mackenzie, younger daughter of Mr. and Mrs. Alex. Mackenzie, of Barker Road, The Peak. Miss Mackenzie, who was 18 years of age, died at the French Hospital at 11 o'clock on Saturday evening. She had undergone an operation for appendicitis the previous day and it was expected that this would have a beneficial result on the general state of her health which had not been satisfactory for some years past. The operation was successfully performed but death came unexpectedly the following night. The funeral took place at Happy Valley yesterday. Widespread sympathy will be felt for the family in their sad bereavement.

A cloth mill on co-operative principles is to be started in Canton. The *Lat Pau* Times says:—The recent strike of the thousand odd women workers employed in the five large mills in Honam manufacturing native cloth, although resulting in a complete victory for the workers, whose wages have now been raised to 60, 70 and 80 cents each a day, does not satisfy the strikers. A certain enterprising merchant, having realised the awakening of the labourers in Kwangtung and believing that employees should by right share a portion of the profits of the business employing them, has succeeded in organising these women workers together as shareholders of a proposed large mill which he intends to establish. It is the idea of this merchant to start the cloth mill on a co-operative basis by welcoming the employees as shareholders, thereby encouraging the workers to take an interest in the work and in business of the mill. These women workers have promised to subscribe whatever capital they have to the new enterprise.

HOUSE COLLAPSE.

The work of removing the debris at the two houses in Old Bailey, which collapsed on Wednesday of last week, was completed on Saturday. During the previous night the body of a young woman was removed from house No. 9, and at 4 a.m. the remains of Mr. Lee Ngok Lau's grand-son, a boy of ten, were found. Ultimately all the nine persons reported missing were accounted for.

A colonel who was a stern disciplinarian gathered his officers about him and issued orders for the regiment's forthcoming train journey to the coast. "I don't object to an innocent good time on the men's part during this journey," he said, "but you will see to it that there's no swearing, no skylarking, no card-playing, and as little cigarette-smoking as possible."

"Pardon me, colonel," said a timid voice, "but would you object if I took along a little plain sewing to occupy my company and myself?"

DEATH-KNELL OF TRIPLE ALLIANCE:

MINERS' SECRETARY RESIGNS. REPARATIONS PROBLEM: WILL GERMANY PAY?

INDIAN FRONTIER TROUBLE: WAZIRIS ATTACK BRITISH TROOPS.

LATEST CABLES. (THROUGH REUTER'S AGENCY.) LABOUR TRIPLE ALLIANCE. MINERS' DEMANDS.

LONDON, April 16th (12.50 p.m.)
The miners' delegate conference has been fixed for April 22nd. In the meantime there will be no resumption of coal-mining.

The miners want, according to Mr. Hodges, a permanent wages system operating nationally and uniformly, so as to cover discrepancies between the productive and the unproductive coal-fields. Consequently, there is a demand for a national board to apportion wages, and for a national pool, by which the profits of the richer miners may assist the poorer.

DEADLY BLOW TO TRIPLE ALLIANCE.

LONDON, April 16th (2.15 p.m.)
Yesterday was the heaviest defeat which has befallen the Labour movement within the memory of man.

These words in the *Daily Herald*, today, sum up the result of the railwaymen's and transport workers' dramatic refusal at the eleventh hour to support the miners by permitting a general strike.

Events on Thursday and Friday—the almost accidental discussion between certain members of Parliament and the coal-owners and workers, the declaration of Mr. Hodges, the miners' leader, that they were willing to consider provisional settlement of the wages question, the mid-night interview with the Premier and his invitation for a fresh conference, the failure of the miners to appear, the final breakaway of the Allied Unions on this ground—all this must not be taken as representing the whole of the inner truth of the situation.

The *Daily Herald* itself admits to-day that the root-cause of the defeat was the lack of solidarity in the whole movement, in organization, understanding and sympathy. It is beyond question that the leaders of the railwaymen and transport workers were rightly uncertain as to the response of the rank and file to the strike summons.

Except in one or two districts in Scotland, there is complete orderliness, and there is a general depression at the prospect of involuntary unemployment. With this temper prevailing the strike must in any case have been half-hearted and unsuccessful, resulting in internal schisms in the railwaymen's and other Unions. As things have turned out these Unions retain individual solidarity, but the Triple Alliance has been shattered for the time being beyond hope of reconstruction.

MINERS AND TRIPLE ALLIANCE DRIFT APART.

LONDON, April 16th (4.40 p.m.)
No attempt was made, to-day, to heal the breach between the miners and their Triple Alliance colleagues. Each side has taken decisions without consulting the other. The miners have decided, pending a delegate conference, on April 22nd, to return home, where, in the words of the official statement, they will discuss the whole of the facts with their own district members, preparatory to returning to London to draw up a report for submission to Friday's gathering.

The railwaymen and transport workers' executives, also, met and subsequently issued a statement, saying that the cancellation of the strike was due to the lack of solidarity which manifested itself yesterday morning. They express regret at the necessity of taking the step they have taken.

The *Westminster Gazette* states that the miners' executive rejected Mr. Lloyd George's invitation to a conference with the coal-owners, yesterday morning, by a majority of one. Mr. Hodges then resigned his office, but his resignation was not accepted.

EARLIER CABLES. THE MINERS' STIPULATION.

LONDON, April 16th.
At half-past three this afternoon, Mr. Lloyd George read in the House of Commons a letter from the Miners' Federation stating that the only condition on which a temporary settlement could be reached was one conceding the principle of a national wages board and a national pool. Therefore the Miners' Executive felt that no good purpose would be served by a meeting of the owners in the absence of these conditions.

COMBINED STRIKE CANCELLED.

LONDON, April 16th.
Mr. Thomas has announced that to-night's strike has been cancelled.

LATER.
The cancellation of to-night's strike is due to the other Unions belonging to the Triple Alliance disapproving of the miners' refusal to re-negotiate on the basis of Mr. Hodges' proposal that the miners would consider the question of wages, provided that the arrangement was not regarded as permanently on a district basis. Mr. Thomas informed the Executive of the Miners' Federation that in view of the refusal he did not feel justified in calling out the railwaymen. The leaders of the transport workers decided similarly.

SERIOUS DIFFERENCES IN THE MINERS' EXECUTIVE.

After the decision of the railwaymen and transport workers, the Miners' Executive decided to convene a delegates' conference to consider the future policy of the miners. Meanwhile the Government has decided to proceed with the organization of the Defence Force and with arrangements for milk supplies and other services.

Mr. Hodges has officially denied the persistent reports that he has resigned the Secretaryship of the Miners' Federation, but that serious differences have arisen appears undeniable.

A most dramatic incident occurred in the House of Commons this afternoon. Mr. Clynes was explaining that it would be an act of disloyalty for the Triple Alliance to desert the miners when news came in that they had already done so. The news spread throughout the House, Mr. Clynes alone being ignorant until he had completed his speech.

MINERS' POSSIBLE WITHDRAWAL FROM ALLIANCE.

LATER.
The outstanding fact about the railwaymen's and transport workers' no-strike decision is that the Triple Alliance, the greatest Labour amalgamation in Britain, which has been intermittently threatening direct action for the past two or three years, has now broken at the first real test of its unity, and the miners' withdrawal therefrom would not surprise anyone. The miners were depending upon the Alliance to enforce the principle of a national pool, as opposed to a district wage basis, and, with their highest trump-card beaten, the miners may be forced to resume negotiations with the owners. Meanwhile the coal deadlock remains, with the Government firmly opposed to the resumption of control.

GOVERNMENT'S PREPARATIONS.

LONDON, April 16th.
Reuter learns authoritatively that the Government preparations to cope with the disorganization threatened by the strike are of the most comprehensive character. These are in nowise intended for strike breaking; they are merely designed to keep the community going. Except for food supplies, the work is mainly delegated by a special Cabinet Committee, which is directing operations, to railway companies and local authorities. Offices will be opened all over the country for the enrolment of volunteers for the maintenance of the central services and for the special constabulary. The railways and the gas and electricity companies have well over a month's supply of coal on which to draw, while arrangements are being made to supply trawlers with bunker coal.

Preparations in respect of the food situation are generally satisfactory. No shortage is anticipated, and it is considered that there is no probability of railway sabotage. It is believed that the community would be able to serve itself as regards the provision of trains, as was done in Sweden. There is a four months' supply of petrol, but there are possible difficulties in the way of distribution. A special Cabinet Committee is to take greater responsibility in regard to the bus, electric, and gas services in London than in the country. If necessary, naval stokers will be employed. The Government has a skeleton wireless service ensuring communication all over the country, also an aeroplane service.

YAP DISPUTE AND FRANCO.

Paris, April 16th.
Acknowledging receipt of the Note respecting Yap Island, Mr. Briand wrote to the American Ambassador that an answer is to follow in due course after an exchange of views between France, Great Britain, Japan and Italy. —Havas.

LATEST CABLES. INTERNATIONAL CRISIS. WILL GERMANY MEET HER FINANCIAL OBLIGATIONS?

LONDON, April 17th.
In the fullness of the industrial situation attention turns to the threat of an international crisis with the approach of May 1st—the latest date for Germany's meeting her financial obligations. The Berlin and Paris Governments are both fully occupied with the problem. Berlin is anxiously endeavouring to forestall further sanctions. The German Press speaks of fresh proposals, which are to be submitted in a few days through the intermediary of a neutral, including the following up of the original suggestion to assume responsibility of Allied debts in America.

The French Government is determined to leave nothing to chance, and has adopted the reports of M. Loucheur, Minister of Reconstruction, containing economic penalties, and of Marshal Foch, advocating the calling up of the 1918 and 1919 classes, and extending occupation beyond Ruhr over a portion of the Westphalian industrial area.

FRANCE PREPARING FOR ACTION.

PARIS, April 16th.
The Chamber has adopted the motion as regards the 50 per cent. duty on all German goods imported into France. The proceeds are to be credited against German obligations under the Peace Treaty.

According to some papers a conference is to meet to-day under the presidency of M. Millerand to consider the coercive measures to be adopted, in case Germany again attempts to dodge her liabilities. Military measures, in conjunction with the Allied Powers, are contemplated, including occupation of the Ruhr district, and, perhaps, the blockade of Hamburg.

An Inter-Allied Conference will, possibly, take place in Paris at the beginning of May, and it is confidently expected that Mr. Lloyd George will be able to participate. —Havas.

CONFERENCE OF FRENCH MINISTERS.

PARIS, April 15th.
An important conference was held this morning at the Elysee, M. Millerand presiding. M. Briand, the Ministers of War, Finance and Reconstruction, Marshal Foch and Petain, and General Weygand were present.

According to the papers, the object was to consider the situation which will arise on May 1st in the event of Germany's continued failure to meet her obligations under the Treaty of Versailles. It is reported that a military plan for enveloping the Ruhr region and possibly a blockade of Hamburg, and all measures for the economic coercion of Germany, were examined.

GERMAN REPARATION RECOVERY ACT.

BOARD OF TRADE ORDER.

LONDON, April 17th.
The Board of Trade has issued an order that articles imported into the United Kingdom before May 1st will be exempted from the provisions of the German Reparation Recovery Act, which imposes a 50 per cent. tax, if it is proved that they are imported in pursuance of a contract made prior to March 8th, and left the place from which they were consigned to the United Kingdom prior to April 8th.

REPARATIONS COMMISSION; PRESIDENT HARDING'S ATTITUDE.

PARIS, April 16th.
Le Matin's New York correspondent says it is highly probable that President Harding will shortly instruct Mr. Boyden to resume his seat at the Reparations Commission, also the Ambassador Mr. Wallace to participate again in the Ambassadors' Council.

FRENCH COLONIES.

COLONIAL MINISTER'S PLANS.

PARIS, April 16th.
M. Albert Sarraut, Minister of Colonies and a former Governor of French Indo-China, has submitted to the Senate a bill respecting the complete re-organization of the French Colonial Empire from an economical viewpoint. Each Colony is to receive special treatment according to its own particular needs, railway and water traffic is to be intensified and production promoted in every way. The natives' welfare is provided for. The execution of the vast programme is to be distributed over a period of 15 years. —Havas.

DISASTROUS TORNADO

50 KILLED; MANY INJURED.

New York, April 17th.
A tornado has swept over Southern Arkansas, causing widespread havoc. At least 50 persons have been killed, and hundreds have been wounded.

FIGHTING ON AFGHAN FRONTIER.

WANA MAHSUDS LED BY ADVENTURER.

SIMLA, April 16th.
Severe fighting is reported in the Wana Mahsud areas, following the re-appearance of the notorious Afghan adventurer Abdur Wahid, who organised the hostile Waziri Mahsuds. Most of the fighting was at Boghakot, which was captured on April 6th by the 41st Dogras, who were, however, subsequently driven back. The enemy casualties were 10 killed and 38 wounded, and our casualties were 8 killed and 41 wounded. Boghakot was re-occupied on April 8th.

Further sharp fighting took place on April 10th, when 300 Mahsuds attacked a company of the 26th. Pujabhis, whose losses were 24 killed and 24 wounded, including one British officer killed.

Fresh British operations have been begun.

CAIRO CAUSE CELEBRE.

SIR WILLIAM WILCOCKS ROUND OVER.

CAIRO, April 17th.
The cause celebre tried by Mr. Justice Tarn, the new Judge of the Supreme Court at Shanghai, ended in the engineer, Sir William Willocks, who was found guilty of criminal libel and sedition, being bound over for a year in sureties of £1,000, after which he may be deported if his presence in Egypt is considered undesirable.

The case arose from an enquiry by the Nile Irrigation Projects Commission into charges by Sir William Willocks and Colonel Kennedy that Sir Murdoch MacDonald, the Public Works Adviser, had falsified documents to suppress facts.

DISARMAMENT PROBLEM.

RESOLUTION IN HOUSE OF REPRESENTATIVES.

WASHINGTON, April 16th.
Mr. Rogers, a member of the Foreign Affairs Committee, has introduced into the House of Representatives a resolution inviting Great Britain, France, Italy and Japan to attend an armament conference in Washington, but emphasizing the necessity of the United States having a navy second to none, until disarmament is agreed upon.

NEW FRENCH STEAMSHIP CO. REPORT ON BILL.

PARIS, April 16th.

The report on the bill concerning steamer services to the Far East, Australia, East Africa and the Eastern Mediterranean, which has been placed on the table in the Chamber, specifies that the Messageries Maritimes shall cease to be State-subsidised, and a new company, based on the regle system, will be formed which will be capitalised at sixty million francs. The measure involves alterations of mail routes.

PERSIAN GOVERNOR'S ARREST.

BY ORDER OF NEW GOVERNMENT.

ALAHABAD, April 16th.
A message from Teheran says that the Persian Government has placed under arrest Prince Saran-ed-Dowah, Governor of Kermanshah and one of the originators of the Anglo-Persian Agreement.

AMERICA'S INDUSTRIAL LIFE

MR. HOOVER'S APPEAL.

PHILADELPHIA, April 17th.
Mr. Hoover, in a speech here, advocated the re-organization of the Federal Government, particularly as regards the duties of the Department of Commerce. He said, "The economic changes in the world, originating from the war, and the reaction in American trade and industry make it vital, if we are to maintain the standards of living against the increasing force of competition, that we should concentrate and enlarge our national effort in aiding, protecting, stimulating and perfecting our industrial and commercial life."

SCOTTISH CUP FINAL.

LONDON, April 16th.
In the Association football Scottish Cup final, Partick Thistle beat Glasgow Rangers, by one goal to nil.

OBITUARY.

LONDON, April 16th.
The death has taken place of General Sir John Steven Cowans, G.C.B., G.C.M.G., M.V.O., at Mentone.

[Sir John Cowans was Quartermaster-General of the Forces, War Office, from 1912 to 1919, and a member of the Army Council in the War. Four years of his Army career were spent in India. He was a Grand Officer of the Legion of Honour and held the following orders: Crown of Belgium, Crown of Italy, Grand Treasure of Japan, Holy Redeemer (Greece), and Chia-Ho of China. Sir John Cowans was in his 80th year.]

HONGKONG SLAVERY QUESTION.

The following "contributed" article appears as a leader in the *N. Y. Daily News* of the 12th inst.:

On several occasions Reuter has informed us that questions have been asked in the House of Commons regarding the prevalence of girl slavery in Hongkong and the answers given in the House reflect the attitude of the authorities in the Colony. This is that the girls referred to are adopted into the families of those who acquire them by purchase and that their status is very different from that computed by the word "slave"; the reply usually concludes: "I am assured by the Governor that slavery does not exist in the island." It is evident that the dispute largely hinges on the definition of the terms used. If the girls referred to are slaves, then, by the laws of Great Britain, they ought at once to be set at liberty. If they are wards of their foster-parents, then those who adopt them are not only guiltless, but may be rendering a service to the State. Considered dispassionately there can be no doubt that the position of the girls referred to partakes of the nature of slavery in that they are bought and owned by the purchaser and may be disposed of at his pleasure. They are not slaves inasmuch as they are not the children of bondmen and bondwomen; moreover, they are manumitted at marriage and no stigma attaches to their offspring. There is, therefore, room for endless argument according as one views the question from the one angle or the other.

The question concerns not only Hongkong but also Shanghai and the whole of China, but it is, perhaps, true that the custom of purchasing girls at a tender age and bringing them up as household drudges is more common in the province of Kwangtung than in other parts of the country. It may be defended, and sometimes is, as a custom that makes for the welfare of the children concerned, but the arguments have a suspicious likeness to those that were advanced in the days when slavery was an established order of society in western lands. It is doubtless true that some of the little proteges are fortunate enough to fall into the hands of naturally kind mistresses, but many fare far otherwise and the aggregate amount of misery endured by the multitude of helpless slaves must be unthinkable.

The system is the fruitful parent of many and great abuses. Children are sometimes, under the pressure of extreme poverty, sold by their parents to this life of bondage. Frequently they are stolen, and the traffic in kidnapped children is a China's shame. We can recollect that a dangerous riot was once precipitated in this Settlement by the arrest of a woman implicated by this trade. The telegraph poles on our streets often have advertisements affixed to them offering a reward for information that will lead to the recovery of children decoyed away from their homes and destined to the hard life of the child slave. The pathos of the appeals for help to recover lost children reveals the anguish of the parents; a sorrow surely which has no equal, not even in the bitterness of death.

The surest way to put a stop to this pernicious traffic is to make the purchase of children illegal and to punish with equal severity both buyer and seller. Chinese law is lamentably deficient in provisions respecting the welfare of children. The classical literature of China is also curiously silent on the responsibility of parents towards their offspring while it over-emphasizes the filial duty which children owe, not only to parents, but to all who are their elders. Educationalists in China have an obligation laid upon them to remedy this lack in law and literature until public opinion will no longer tolerate the abuses which the present attitude of the masses towards children's rights makes possible.

An advertisement in a recent issue of one of the leading Chinese papers in Shanghai well illustrates the difficulty of dealing with this question. The advertiser states that she has lost her daughter on a journey between Peking and Shanghai and that sorrow has made her sick so that life itself is despaired of and she adjures her daughter, if she sees the notices in the paper, that she will come at once to see her mother and so comfort her heart that thereafter she may die in peace. All benevolent persons who have any knowledge of the whereabouts of the girls are begged to send information to the address given so that the general hearts may be reunited. The mother will be for ever grateful and will not fail to give a suitable reward for the information. A picture of a comely girl some fifteen years of age accompanies the advertisement that all men may know by these presents who it is that is referred to by the sorrowing mother. And a well-informed Chinese friend assures us that the so-called daughter is a sing-song girl, that the "mother" is the mistress who owns her and that she is sick of sorrow because of the loss of capital which she invested in this pretty maiden which she has now lost.

COMMENTS ON THE ARTICLE.

Our Shanghai contemporary indicates its own views on the subject in the following note:

The word "contributed" at the head of a leading article may be a puzzle to some readers. "Why," they might ask, "this differentiation, inasmuch as the paper must take responsibility for the views expressed in a leading article which it prints?" The answer is that there are some questions on which it is more than normally difficult to lay down the law—even for an editor. In such instances the word "contributed" means: "These are not the views which the editorial 'we' hold; nevertheless there are many readers who hold them, and perhaps more than those who side with us; and they ought to be heard with respect." This, particularly, applies as regards the question of slavery in China. (Continued at foot of next column.)

RESULT OF THE FAMINE "DRIVE."

HOW THE MONEY IS BEING SPENT.

At a well attended meeting of the Peking Committee of the National Famine Relief Drive, the chairman, Mr. Sun Pao-chi reported that up to date a total of \$2,419,234.10 had been raised during the drive, the amount being distributed among the various cities in accordance with the following list:

Peking	\$853,393.08
Shanghai	\$600,000.00
Hankow	\$182,000.00
Nanking	\$100,000.00
Taiwan	\$80,000.00
Taiyuan	\$60,000.00
Kaifeng	\$60,000.00
Canton	\$70,000.00
Hangchow	\$42,500.00
Changsha	\$30,000.00
Tientsin	\$29,731.08
Anking	\$20,000.00
Chengtu	\$12,000.00
Shifu	\$12,000.00
Chinking	\$5,000.00
Soochow	\$7,700.00
Wuhu	\$4,000.00
Lanchow	\$1,000.00
Changchowfu	\$5,000.00
Pootungfu	\$2,115.00
Total	\$2,419,234.10

As will be noted, most of the cities listed are provincial capitals and the amounts credited to them in each case also include amounts raised by other centres in their provinces.

All funds raised under the name of the Famine Drive are administered by the various International Famine Relief Societies. These Societies are carrying on work in all of the famine provinces and at the present time are caring for 3,445,220 people.

The following table gives the number of people now being provided for in each of the famine districts, as well as the amount of money which the International Famine Relief Societies and the American Red Cross have spent in Famine Relief in these areas:

FUNDS ADMINISTERED.	
West China I.F.R.S.	\$3,720,501.32
A.R.C.	\$50,000.00
East China I.F.R.S.	\$2,659,941.38
Shantung I.F.R.S.	\$1,568,112.83
Honan A.R.C.	\$1,300,000.00
Shansi I.F.R.S.	\$3,445,810.00
Shansi I.F.R.S.	\$1,363,184.19
A.R.C.	\$500,000.00
Shensi I.F.R.S.	\$59,500.00
Total	\$15,681,411.70

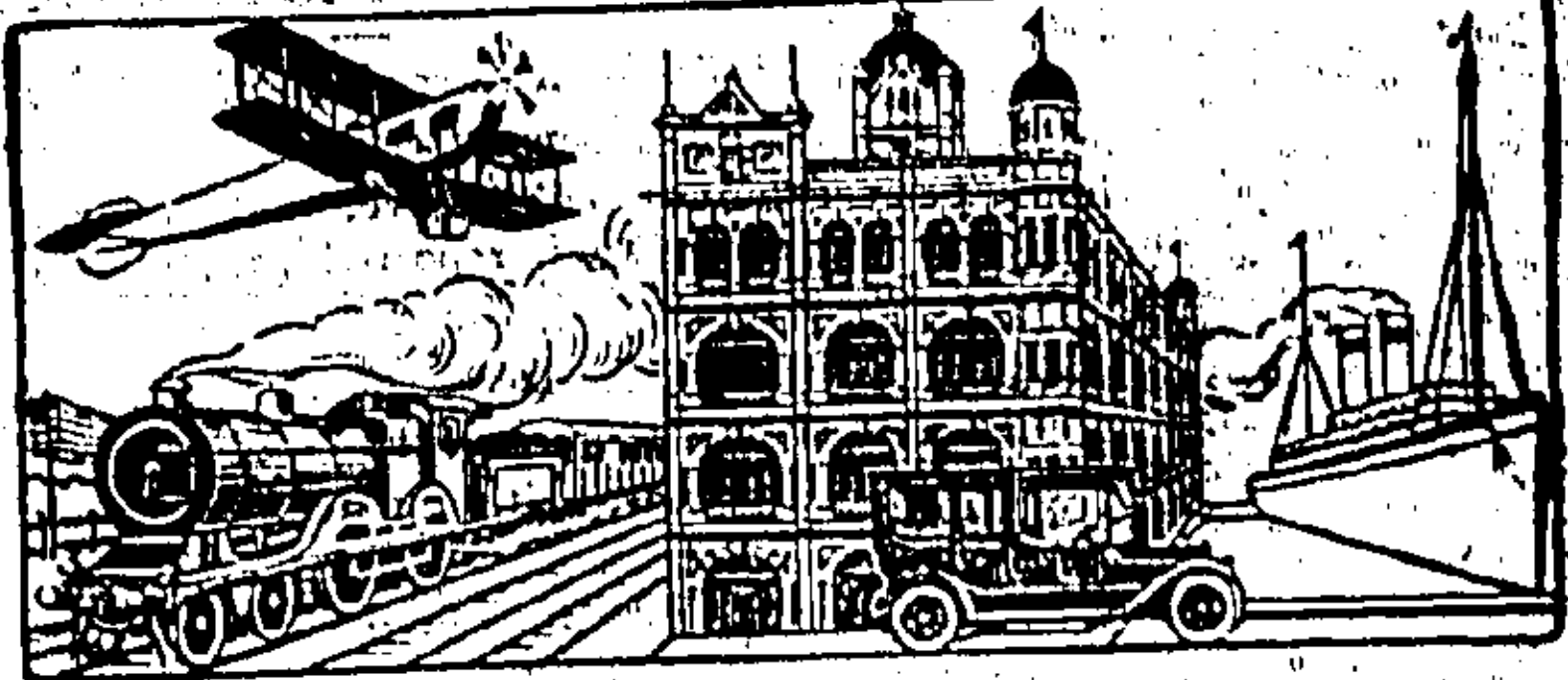
NUMBER IN RECEIPT OF AID.	
West China	1,428,300
East China	840,000
Shantung	884,920
Honan	1,500,000
Shansi	502,000
Shensi	390,000
Total	5,445,220

BRITISH GOODS IN GERMANY. CLAIM RELINQUISHED.

With reference to a Reuter's telegram from Berlin of February 4th, which has given occasion for some correspondence in the London papers, the following is the text of the German official communiqué in question:

An arbitration treaty was concluded some time ago between the German and the British Governments in regard to a question affecting the interpretation of the Peace Treaty. The question was whether British subjects could demand that their liquidated properties, in so far as they still exist, could be restored to them in kind. According to the Treaty this demand could only be made by nationals or such States which on their side have ordered no general liquidation measures. Germany takes the standpoint that the English war laws are to be regarded as general liquidation measures, and that the English can lay no claim to restitution in kind. The British Government took the opposite standpoint. The pleadings of both Governments were laid before the arbitration tribunal at the end of January. The British Government has now announced that it accepts the German standpoint, and forgoes a decision by the arbitration court.

What we think the Hongkong Government mostly has in mind is the state of things described in our contributor's first paragraph. On this subject, we published two articles a few weeks ago, expressing the opinion that while the practice always needs careful watching, it appears on the whole to be free enough from evil results, if not actually productive of good, that interference with this very ancient practice must be very carefully approached. Where our contributor, we think, lays himself open to misconception is in apparently mixing up the delicate sale by parents of a daughter as described in the first paragraph, and the stealing of children by kidnappers. For the latter practice, nothing, but abhorrence can be expressed, and the energies of the great organization of the Chinese Anti-Kidnapping Society, which has branches all over China, continually trying to catch the kidnappers, cannot be too highly praised. It is also, we believe, the fact that when kidnappers are brought before Chinese magistrates, they never fail to get their due. On the other hand, Chinese opinion clearly does not condemn the practice of the *mu tsai*, of which a teeming population might very well be liable to think differently from what Western races might think. The distinction, however, between the two practices is certainly very thin, and it would be a good thing if Chinese opinion could be brought up to the abolition of *mu tsai*, which the word "slavery" implies.



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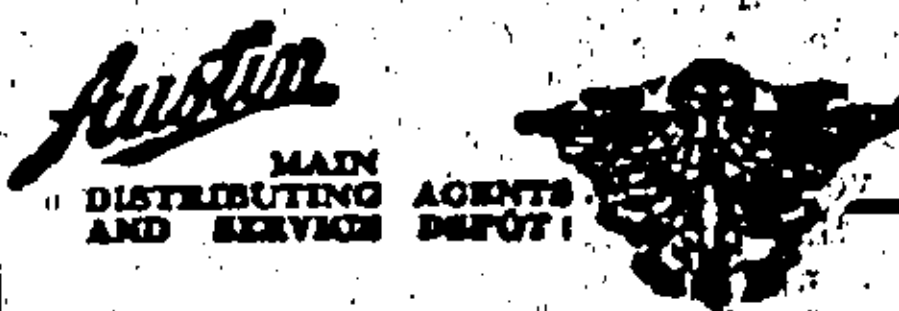


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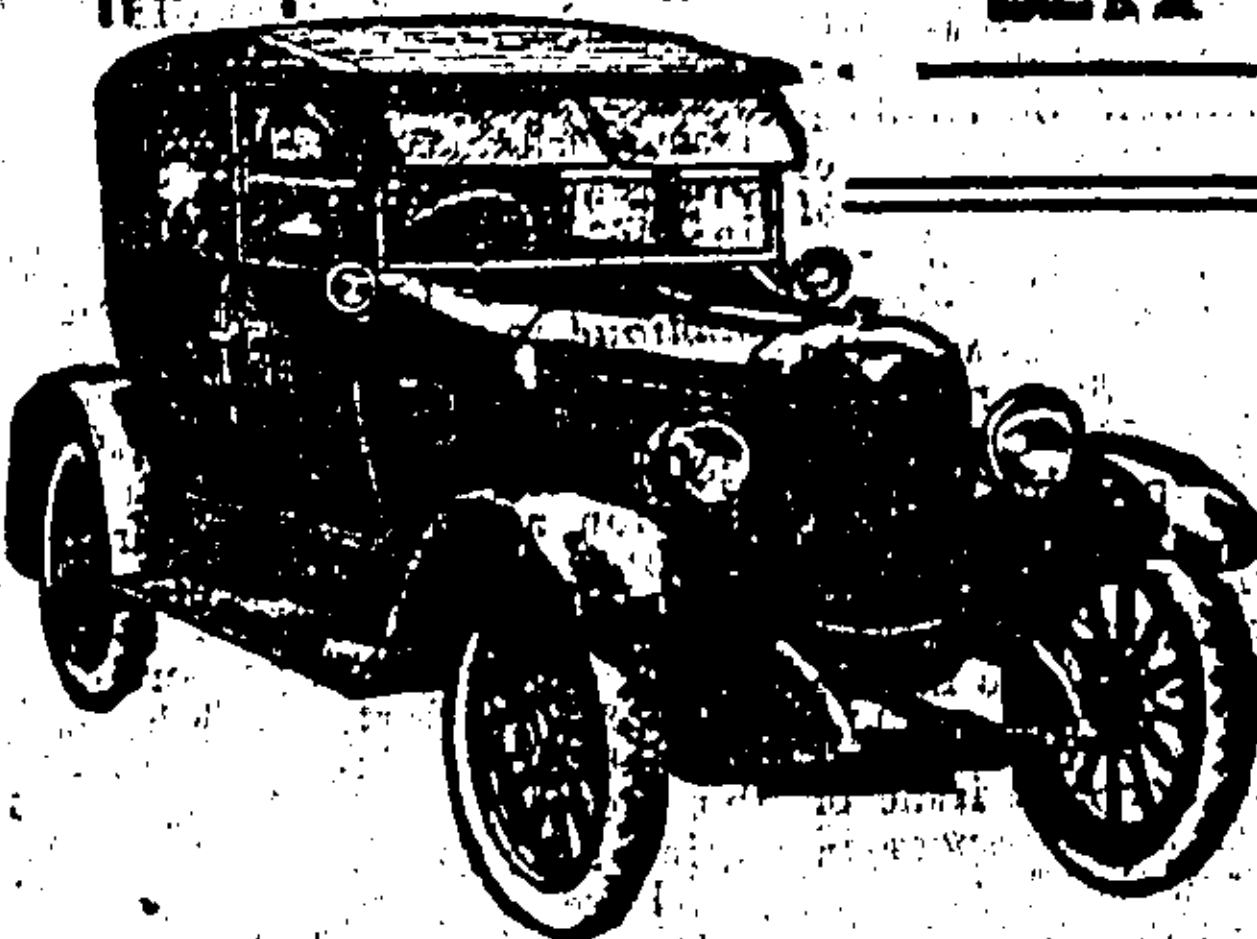
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OUR PUBLIC SCHOOLS.

GENIUS WANTED TO MAKE BOYS THINK.

The Rev. the Hon. H. E. Lytton, former headmaster of Eton, writes as follows:—

A clever pupil, at about 15, once asked me a singular question: "Why do we go into church and say we believe in all things visible and invisible?" I replied that I was not aware I had ever done so. In self-defence he referred to the opening of the Nicene Creed, and if my readers look at the passage they will see he mistook the preposition and got the sense upside down.

I mention this as an illustration of the ordinary Englishman's view of all institutions. Inside the walls of the church the description of him as believing in all things invisible would often be true; and of all institutions there are none about which he is so credulous as our public schools.

With much that my old schoolfellow the Dean of St. Paul's has asserted I cordially agree, especially with his last sentence that our schools are likely to remain an "incomprehensible enigma" to foreigners. They certainly will as long as they exist at all.

Some of the Dean's remarks, however, require supplementing. His strictures on the miserable intellectual training seem to confirm the airy judgment of most critics, that the failure is due to the system. But who on earth has ever proposed a better system? The Dean gives his case away by insisting that "the whole attitude of the boy's mind towards his studies must be altered." I quite agree. But will any change of system do this? If so, what?

There are plenty of people now who deplore the unintellectual of our young public school men, and who would insist on a change if they had the slightest idea what change to insist on. My conviction is that no teacher of school-classes, except a genius perhaps here and there, has ever induced English boys to think, and even the geniuses have only succeeded with a few. Further, that the problem is insoluble at present, and will remain so till the mass of parents understand that no one can inspire a boy with the conviction that this universe and mankind at large are interesting as long as he grows up at home to believe the opposite. And without this conviction no growing boy will use his mind more than he can help.

A DIFFICULT ART.

Class-teaching is an incredibly difficult art, and always fails in many instances; that is, the teacher fails to make the subject matter of his lesson what the subject may be. You can tickle their interest, but not really stir their wills to make the needful effort to put two and two together; and short of this, all teaching is mere spoonfeeding.

I maintain that this is true even of great teachers, for their record has been written by one of the picked minority of pupils who have been able to follow their reasoning; the rest, with characteristic modesty, ascribed the failure to their own deficiencies. The truth, I suspect, is that no two human beings learn to think alike, but the theory of class-teaching assumes they do.

Public schools and all boarding schools illustrate a national peculiarity of ours. I said above that people believe anything about any institution. The odd thing is that while they believe something they act on the opposite without knowing that they are doing so. I fancy a mass of the public credited some absurd pictures of school corruption which came out in story-books not long ago, but as the Dean caustically remarks, the schools are fuller than ever.

This is quite as it should be, and indeed as it always has been. I mean that our way is to build up a good institution to efficiency-point; then grab it with might and main, and while grabbing it to support it and find peace of mind in contemplating it. But scarcely anybody knows what an immense service these schools are rendering to the nation.

It is this. Nobody denies that the most sinister fact in our training of the young is the prevalent and increasing relaxation of discipline. Space forbids me to do more than express my conviction that if this relaxation continues much longer, the country either is doomed or deserves to be.

I doubt if any boys require discipline so surely as the Anglo-Saxon boys. Probably the same remark applies to the Teutonic stock at large. The whole individualism is rampant. But it is a real calamity that at this time we are filled with horror at the results of the immense corporate training of the German boys and girls, and consequently are driven to imagine that characters can be trained without such essentials as obedience and a good deal of hard overcoming of difficulties. This most pestilent heresy is everywhere; but is more ineradicable among working class homes than any other.

The one effective antidote to this pitiful corrosion of our national grit of character is given by the self-governing system of our boarding schools. Look facts in the face. There is no department of life where discipline is so strict as in the early days of the public school time, when a young boy has to give his whole attention to conforming to the low distance and to the main, wholesome requirements of the society into which he is being. Happy now-a-days he certainly is, but none the less he cannot escape having to learn that there is such a thing as Law in the Universe; which, of course, he ought to have learnt in his home. But alas! he generally has grown to thirteen years of age without more than a dim or hazy conception of what that mighty monosyllable means.

THE PAIN OF A NEW IDEAL.

It is astonishing to think how long a community can persist in shutting their eyes to the simplest truths, when the recognition of them would involve the pain

of a new idea or a little element of hardness, which St. Paul tells us is part of the rough life. Hardness is, indeed, an absurd word to apply to any modern discipline, but it is more nearly being one of some strata of schoolboy life than of any other group of young or old in our society of to-day.

Fortunately no one knows much of this, and so there is a hope that the status quo may be left undisturbed. For it is when Englishmen begin to take an "intelligent interest" in an institution that its days begin to be numbered.

Dr. Inge lets off a little acidity about the claim of Labour to have their children educated free, and their hope of supplanting the upper class in the rough competition of life. I should have thought that there is here some of the "trap" which lurks in generalities. Why should we suppose all the Labour Party to be influenced by such a hope? Doubtless there are members of that party whose social aspirations might be described as something short of celestial; but there is no reason whatever for restricting this estimate to them.

The Dean, however, is apparently protesting against the children of the hitherto well-to-do being subjected to the competition of the classes hitherto excluded from the public schools. But these latter may reap such advantages of an effective stimulus such as competition alone can give. Is the Dean afraid of their being overworked? But they have given abundant evidence in the past of resolution and resourcefulness against any of such danger.

There is no need for anxiety on behalf of those whose hereditary gift for this kind of self-preservation has never been known to fail. I confess I apprehend something far more dangerous. It is that the nouveaux riches may infect the schools with a coarse materialistic spirit weakened into activity by the pressure of life, and stimulating an eagerness for knowledge which may be nothing but covetousness. Some of our Labour friends are genuinely desirous of true education; but these must be many in the party who look on education principally as a means of discomforting an adversary in a squalid wrangle about finance.

If these last gain the upper hand, it will be of absorbing interest to note whether time or eternity will win the day. Something similar is happening in France; indeed, throughout the whole world.

THE MODERN HOME.

It is a curious thing that when public anxieties brood over us a certain type of noisy and utterly worthless patriotism betrays itself by futile denunciations of our most stable institutions, the object being to shift the uneasy load of responsibility on to anyone else's shoulders. In regard to the much criticised Public Schools, I would end by quoting the testimony of a practical man of affairs in a very high position in a railway company: "Whenever I have to appoint a man who will have to control other men, I pick out one who has been through a Public School. Those men never quarrel." This is important evidence from an impartial quarter. The training which issues in this one satisfactory result is given not in the classroom but in "play" hours, when society insists on its rules being observed.

The intellectual life seems destined to be fitful and languid in this country, just as the religious influences are likely to be tame. If they remain so, there is no reason why we should not recognise the one sufficient cause—namely, the almost dormant intellectual life of most of our homes.

JUTLAND PRIZE BOUNTY.

ALLOTMENT TO NAVY GRADES.

In naval orders issued last month it was announced that the award of prize bounty granted to His Majesty's ships for the destruction of certain German ships of war in the Battle of Jutland on May 31st and June 1st, 1916, is now ready for distribution in the department of the Accountant-General. The large number of officers and men engaged only admit of a very small unit of distribution, and the shares under Order in Council of April 27th, 1918, for the classes enumerated are:—

Captain in command, 1st	80 on list	23	4	3
Captain in command, 2nd	80 on list	6	19	6
Captain in command, remainder of list		5	2	8
1st class		2	1	7
2nd		2	1	1
3rd		1	10	10
4th		1	5	8
5th		1	0	6
6th		0	15	5
7th		0	12	4
8th		0	10	3
9th		0	8	3
10th		0	6	2
11th		0	5	1
12th		0	3	1
13th		0	2	0

THE WRONG WAY TO READ.

If you have to hold the print too far away to see clearly, the eye will be strained to make out the fine print. If you have to hold the print too close that will strain the muscles of the eye. Either way is bad. When you cannot read any fine type hold at proper distance—say 14 inches from your eye, have your eye examined by the Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians, located in 63, Queen's Road Central, and have the satisfaction of using a pair of right seeing and right fitting glasses. ADVERT.

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IN TAIWAN (FORMOSA)

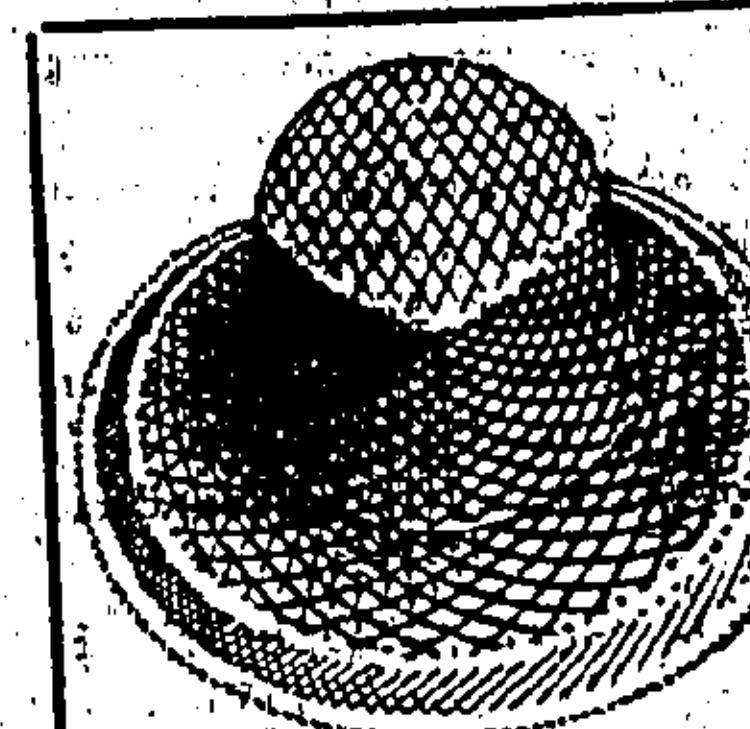
Taipei — Taiwan Railway Hotel

IN CHOSSEN

Kyong (Seoul) — Choson Hotel Fusan — Fusan Station Hotel Shanghai Station Hotel

IN MANCHURIA

Changchun — Yamato Hotel Dairen — Yamato Hotel Yokohama Hotel Yamato Hotel	Harbin (Mukden) — Yamato Hotel Kyojin (Port Arthur) — Yamato Hotel
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NOTICES TO CONSIGNEES

"S.S. 'HEINAM'"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from LONDON, ANTWERP, HAVRE, BORDEAUX & LA PALICE, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 20th Apr., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 23rd Apr., or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas on WEDNESDAY the 20th Apr., at 10 A.M. No Fire Insurance has been effected. R. RODENFUSER, Acting Agent. Hongkong, April 14th, 1921. 810

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"KAMAKURA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless intimation is given to the contrary before Noon To-day. Goods not cleared by April 21st, 1921, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns. NIPPON YUSEN KAISHA, Agents. Hongkong, April 14th, 1921. [811]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"IYO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless intimation is given to the contrary before Noon To-day. Goods not cleared by 22nd April, 1921, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns. NIPPON YUSEN KAISHA, Agents. Hongkong, April 14th, 1921. 815

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"FOOKSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Goods not cleared by April 18th, will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHEWS & Co., Ltd., General Managers. Hongkong, April 14th, 1921. [792]

NOTICE TO CONSIGNEES.

The Steamship "PERSIA"

FROM TRIESTE, VENICE, ADEN, PENANG and SINGAPORE.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 14th April. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Apr., will be subject to rent. All claims against the steamer must be presented to the Undersigned on or before the 20th Apr., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 20th Apr., at 10 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents. Hongkong, April 14th, 1921. [8]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"DAKAR MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless intimation is given to the contrary before Noon To-day. Goods not cleared by the 21st April, 1921, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns. NIPPON YUSEN KAISHA, Agents. Hongkong, April 14th, 1921. [800]



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SPECIALLY BREWED FOR EXPORT
DAI NIPPON BREWERY COMPANY,
LIMITED.

TOKYO, JAPAN.

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S.S. "BOWES CASTLE" ... sailing on or about 15th May.

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For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

FLUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading

S.S. "TRIESTE" ... sailing on or about April 22nd.

S.S. "PERSIA" ... sailing on or about May 15th.

For SHANGHAI & JAPAN.

S.S. "PERSIA" ... sailing on or about 19th April.

Passengers' Luggage can be insured at the Office of the Agents.

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Taking Cargo on through Bills of Lading for SOUTH AFRICAN PORTS

with transhipment at CAIRO.

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SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific

and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU ... Wednesday, 20th Apr., at 11 a.m.

SUWA MARU ... Friday, 22nd Apr., at 11 a.m.

FUSHIMI MARU (omitting Manila) ... Tuesday, 21st May, at 11 a.m.

KATORI MARU ... Friday, 17th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

INABA MARU ... Friday, 28th Apr., at 11 a.m.

KAMO MARU ... Friday, 12th May, at 11 a.m.

IYO MARU ... Friday, 27th May, at 11 a.m.

ATSUJIMARU ... Friday, 10th June, at 11 a.m.

HAMBURG, LONDON, HULL & ROTTERDAM.

MATSUYE MARU ... Friday, 29th April.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 19th Apr., at 11 a.m.

AKI MARU ... Tuesday, 17th May, at 11 a.m.

TANGO MARU ... Tuesday, 31st June, at 11 a.m.

NEW YORK via Suez.

YAMAGATA MARU ... Middle of May.

SOUTH AMERICAN PORTS via CAPE.

KAWACHI MARU ... Beginning of May.

BOMBAY & COLOMBO via Singapore.

WAKASA MARU ... Friday, 22nd April.

HAKATA MARU ... Tuesday, 3rd May.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU ... Monday, 18th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Tuesday, 17th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YAMAGATA MARU ... Sunday, 17th April.

YETOROFU MARU ... Monday, 18th April.

AWA MARU ... Monday, 25th April.

For further information apply to—NIPPON YUSEN KAISHA.

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HULL (H.W.O.S.T.) 34 ft. 6 ins.

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THE COMMONS AND
UNEMPLOYMENT.
LABOUR AMENDMENT BILL.

After two days of debate, the House of Commons, on February 17th, rejected the Labour party's Unemployment Amendment to the Address by 283 votes to 84.

The closing scenes of the debate were enlivened by a speech from the Prime Minister, who had listened to the discussion for some time. He emphasised anew the world-wide character of the problem, and in rebutting the suggestion that the Government were doing little or nothing, declared that we were taxing ourselves to the utmost limit of our resources. Eighteen shillings a week might not be enough; but it was not fair or honest to describe it as nothing, and to pay this, and twenty shillings a week to ex-service men, meant a gigantic effort, having regard to our difficulties and heavy taxation, and to the millions which had to be found for settling men on the land and the construction of new arterial roads. There had been much talk of old worlds and new; at least let them give the new world credit for what it was doing.

After saying that Great Britain depended more on its export trade than any other, Mr. Lloyd George said they would never solve this problem of unemployment till the workers frankly considered what was best for the interests of the industry in which they were concerned. To demand that everybody should have the right to work and then support the trade-union policy which prevented people from getting work when work was available was a sham and a hypocrisy. They were all interdependent, and "love your neighbour" was not only good Christianity but good business.

TRADE DRIVEN AWAY.

One of the most effective speeches of the day was that delivered by Mr. George Renwick, the member for Newcastle-on-Tyne, which came between two Labour speeches. Mr. Renwick, who is a shipowner, spoke as a plain business man, from his own recent experience. One member after another had enlarged upon the general causes of unemployment; Mr. Renwick set out to explain what, in his opinion, had intensified those causes in England. His conclusions were obviously not at all palatable to the few Labour members present at the time, but they gave him an attentive hearing. He told them quite bluntly that they were driving, and had driven, the trade away by the continual upset of the last two years. "I never knew such madness," he said. "We had the ball at our feet. All the world was wanting our goods. We have thrown the opportunity away by strikes, by threats of strikes." He spoke of a ship which ought to have been delivered twelve or eighteen months ago, at a cost of £250,000. It has just been finished at a cost of £350,000, and the firm which ordered it cannot afford to take it at the price. He spoke of works of his own on which half a million had been spent being held up by lack of bricklayers on the new power-house. It was enough, he said, to make him weep to see employment for hundreds of men thrown away by wilful folly. He spoke, too, of the moulders' strike, and said that the effects were still with us. "That's what has ruined your trade," he cried. Unemployment is rife because the cost of production is too high, higher than they are on the Continent, and he counselled the Labour party to give less of their time to conferences and running round Europe, throwing their arms round the necks of foreign comrades, who are making goods which are pouring into this country to undersell their own productions. There was no bitterness in this speech. Mr. Renwick pleaded for co-operation between employer and employee, and said that he for one preferred to pay high wages so long as a good return was given; what evidently worried him was the folly shown in spoiling the unexampled opportunities which presented themselves to British industry after the war.

THE LABOUR STYLES.

The two Labour speeches referred to came from Mr. Wignall, of the Forest of Dean, and Mr. John, the successor of "Mabon." Both are Welshmen, and as Mr. Renwick observed—much to the amusement of the Prime Minister—"All Welshmen are eloquent; they are not always practical." Each was the very anti-thesis of the other. Mr. Wignall has been a trade union organiser for thirty years, and he pretty obviously learnt his speaking in a chapel. He is of the old-fashioned type, who would rather not quarrel with anyone. He avowed himself a strong advocate of Whitley Councils, and he believes in the true partnership of Capital and Labour. He spoke without envy of the rich; his one anxiety is to "improve the condition of the poor." "I don't make threats," he said; "I don't build that way." But he heard—or thinks he hears—"the rumble of distant thunder"; he is afraid lest discontent should produce revolution, and prove "a breeding-ground for Bolshevism"; and he begged the House of Commons to accept the truth, as he saw it, and also to take it from him that it was the truth, and be sure that the prevention of suffering was "cheap at any price." He repeated the phrase over and over again, working himself up to a state of great agitation after a calm beginning. Not a word, of course, as to where the money was to come from. No one on the Labour or Liberal side condescended to deal with that point. What he kept repeating was that 18s. a week for maintenance was totally inadequate, and that his party demanded 40s., though he broadly hinted that they were ready to accept something less.

Here, at least, was an honest speech; charged with and springing from human sympathy; it was a very different spirit which animated the maiden speech of Mr. John. After the first two or three sentences his voice was away up at street level. (Continued at foot of next column.)

A RELIABLE REMEDY
FOR ASTHMA

Discovery of a Leading Physician A Public test will be made to-morrow at The Pharmacy Drug Store.

All day to-morrow free sample packages of the celebrated "Schiffman's Asthmator" will be given away at

THE PHARMACY.

22, Queen's Road Central. The doctor wants each sufferer from Asthma, Hay Fever or Bronchitis in this town, who has not already used his remedy, to call and get out. When asked regarding his reasons for giving his remedy away in this manner, he said:

"People are naturally skeptical about an asthma remedy, and when you consider the number of so-called 'cures' on the market, you can hardly blame them. Now I claim that my remedy will instantly relieve the most violent attack, no matter how severe or obstinate the case. If I do not believe it, why should I be giving it away? The sufferer who gets a sample package can tell in two minutes whether it is as I represent it, and it doesn't cost him anything. That is fair, isn't it? It certainly does not look as if anything could be false."

Persons residing in other localities, outside of this city, who desire to try this medicine, will be sent a free sample package, per post, providing they send simply their name and full address (no other writing) on a postcard, within the next six days, and address

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[756]

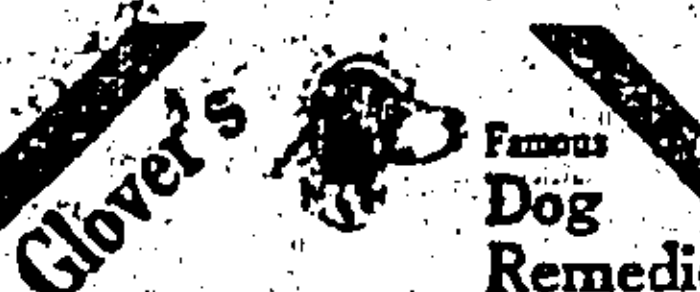
Make Perfect Eyes



LAVOLHO makes beautiful eyes, so secure a package today and get after those weak, red eyes, and swollen lids, and thin, faded, and tired eyes. LAVOLHO will stand the test. You will know the day you use it. First, wash your eyes with this marvelous new discovery to make them strong and beautiful. Watch the action of LAVOLHO on red, sore lids, or try it for weak, discharging eyes, dull old eyes, or watery itching eyes. Each day you will see improvement. Discovered by a famous American oculist, LAVOLHO cures most eye troubles. A record of hundreds of cures behind it, it can be safely recommended for all forms of eye disease. Try LAVOLHO today for the aching, tired eyes.

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Learn the Cure and Prevention of the Diseases of your dog. Book on "Dog Diseases and How to Feed" (Sent free on request).

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This is the only reliable remedy for the treatment of all skin diseases. It is a powerful antiseptic and disinfectant, and it is also a powerful stimulant and tonic. It is the only remedy that will cure all skin diseases, no matter how long they have been present. It is the only remedy that will cure all skin diseases, no matter how long they have been present. It is the only remedy that will cure all skin diseases, no matter how long they have been present.

corner pitch, and he was off on a long declamatory tirade, saying the bitterest, hardest things he could about profiteers and capitalists, as though he were addressing an out-of-door crowd in the Rhonda and giving them "hot stuff."

Mr. Wignall made a gallant attempt to suggest certain forms of useful and remunerative work for the unemployed. He proposed schemes of land reclamation and the construction of light railways, and asserted quite confidently that these would pay for themselves. But if he tried to raise capital for the purpose he would assuredly find that capitalists took a different view. At least, however, he made a definite suggestion, which was more than his leaders had done and much more than Sir Donald Maclean did in a rambling, querulous speech, which Sir Montague Barlow skillfully answered point by point, laughingly refusing to admit injury or hurt from the shafts of his official antagonist. Sir Montague emphasised the value of the increased benefits which will accrue to the unemployed under the amending bill about to be introduced, and he also most cordially invited the unions which do not consider these benefits adequate to prepare schemes for their own industries and submit them to the department, as they are entitled to do under the Unemployment Insurance Act.

Colonel Willey thought that the Government might well consider whether they could not "facilitate the moving off" of stocks which were holding everything up. The banks refuse to discount foreign long-dated bills; would not money be better spent in this direction than in paying vast sums to demoralise the labour of the country? Mr. Stanley Holmes, from the Liberal side, urged the old-fashioned panacea of thrift and hard work. Mr. Berton agreed that if there could be any guarantee of a permanent reduction in the cost of living, the rate of wages would have to be recommended, but we would not go back to the old idea of wages being based on a more substantial level. (Daily Telegraph.)

INDO-CHINA
STEAM NAVIGATION COMPANY LIMITED

SAILINGS SUBJECT TO ALTERATION

HAIPHONG via HOIHOW	"LOKSANG"	Wed., 20th April, 8 p.m.
KOBE via SHANGHAI	"KUMSANG"	Thurs., 21st April, D'light
SHANGHAI via SWATOW	"HANGSANG"	Fri., 22nd April, D'light
MANILA	"YUNSANG"	Fri., 22nd April, 3 p.m.
STRAITS & CALOUTTA	"KWAISANG"	Sat., 23rd April, 3 p.m.
BANGKOK via SWATOW	"KWONGSANG"	Tues., 23rd April, D'light
SANDAKAN	"HINSANG"	Tues., 23rd April, Noon
SHANGHAI	"HOPANG"	Fri., 29th April, D'light

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SHANGHAI LINE.—Sailings approximately every five days between Calcutta and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kaada, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about Saturday, Apr. 23rd, 3 p.m. for SINGAPORE, PENANG & CALCUTTA

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S.S. "GLENIFFER"	19th April.
S.S. "GLENLYLE"	9th May.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharge
S.S. "CARNARVONSHIRE"	2nd Apr.	Glasgow, London & Rotterdam.

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Managing Director: Mr. MATSUDA ARA

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NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

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Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

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No. 2, Fuso, Kobe.

SHIPPING NEWS

ARRIVALS.

April 15th.
Lara, Dutch str., 300 tons, Capt. J. M. Van F. Hoen, from Tamsui, Asiatic Petroleum Co.
Ningchow, Chinese str., 313 tons, Capt. Kwok Shan, from Hoikow, with a general cargo.—Eastern Nav. Co.
Notoro Maru, Japanese str., 345 tons, Capt. K. Kitagawa, from Bangkok, with rice—Y. Sato & Co.
Shanghai, British str., 1,988 tons, Capt. F. Monahan, from Shanghai, with a general cargo.—B. & S.
Taiho Maru, Japanese str., 1,915 tons, Capt. Mikami, from Chingwantao, with coal.—Dodwell & Co.

April 16th.
Banka, Danish str., 1,849 tons, Capt. E. Hansen, from Bangkok, with rice.
Chekiang, Chinese str., 335 tons, Capt. Tai, from Santa Ray and Hoikow, with salt.—E. Woo S.S. & Co.
Doylesford, American str., 1,810 tons, Capt. H. S. Bauer, from Saigon, with rice.—Pacific Mail S.S. Co.
Fujian Maru, Japanese str., 1,223 tons, Capt. S. Iwagawa, from Mitke, with coal.—M.B.K.
Haitung, British str., 641 tons, Capt. C. E. Page, from Haiphong and Haikow, with a general cargo.—Po Shun S.S. Co.
Hok Canton, Chinese str., 556 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing.
Hydrangea, British str., 561 tons, Capt. J. E. Drummond, from Swatow, with a general cargo.—Chin On S.S. Co.
Lake Farmingdale, American str., 1,634 tons, Capt. P. Diez, from Singapore, with a general cargo.—P.M. S.S. Co.
Merdin Maru, Japanese str., 1,234 tons, Capt. Sato, from Canton.—M.B.K.
Phra Nang, British str., 1,198 tons, Capt. H. S. Heaney, from Saigon, with rice.—Order.

Shinetsu Maru, Japanese str., 736 tons, Capt. Nishigawa, from Tientsin, with coal.—Wing Yung Cheng.
Shan Cheung, Chinese str., 235 tons, Capt. Leung Sam Kong, from K. C. Wan, with a general cargo.—Wai Yee.
Souha Maru, Japanese str., 1,001 tons, Capt. K. Fukue, from Takao, with a general cargo.—O.S.K.
Tamara Maru, Japanese str., 2,322 tons, Capt. M. Matsuda, from Calcutta and Singapore, with a general cargo.—N.Y.K.
Tes Maru, Japanese str., 1,599 tons, Capt. T. Suruga, from Saigon, with rice.—Nam Wo Hong.
Yingchow, British str., 1,216 tons, Capt. Byers, from Canton, with a general cargo.—B. & S.

April 17th.
Agapenor, British str., 4,798 tons, Capt. J. W. Clark, from Liverpool and Singapore, with a general cargo.—B. & S.
Ajar, British str., 4,478 tons, Capt. George Moir, from Shanghai, with a general cargo.—B. & S.
Bali, Dutch str., 6,893 tons, Capt. C. E. Plugge, from Sourabaya and Manila, with a general cargo.—J.C.J.L.
Haiching, British str., 1,267 tons, Capt. Stewart, from Swatow, with a general cargo.—D.L. & Co.
Kashin Maru, Japanese str., 886 tons, Capt. Y. Minami, from Saigon, with rice.—Nan Loong.
Linnah, British str., 1,236 tons, Capt. A. V. Harrison, from Bangkok, with rice.—B. & S.
Nichiren Maru, Japanese str., 1,183 tons, Capt. K. Funakoshi, from Keelung, with coal.—M.B.K.
Sinfernopol, French str., 1,493 tons, Capt. A. Steinberg, from Hongay, with coal.—Russ. Vol. Fleet.
Takatori Maru, Japanese str., 1,287 tons, Capt. M. Kimura, from Keelung, with coal.—O.S.K.
Taishin Maru, Japanese str., 1,006 tons, Capt. Y. Mishima, from Chingwantao, with coal.—Dodwell & Co.
Wulu, British str., 1,327 tons, Capt. W. J. Roberts, from Bangkok, with rice.—B. & S.

CLEARANCES.

April 16th.
Alderamin, for Saigon.
Cherbon Maru, for Batavia.
Chokung, for Singapore.
Fooking, for Swatow.
Fujian Maru, for Hongay.
Kaipo Maru, for Swatow.
Lapwing, for Pakhoi.
Koto, for Manila.
Komagata Maru, for Cunpard.
Lara, for Canton.
Moorish Prince, for Newcastle.
Shantung, for Canton.
Shanhai Maru, for Fochow.
Shuncheong, for K. C. Wan.
Takada, for Amoy.
Telouchu, for Saigon.
Tongtong Maru, for Hongay.
West Campan, for Manila.
William D. Webb, for Fochow.
Yamagata Maru, for Kobe.
Yingchow, for Shanghai.

VESSELS EXPECTED.

Atsuta Maru (N.Y.K.), due April 27th.
Msa Maru (N.Y.K.), due April 24th.
Bowes Castle (Barber line), due May 1st.
Demodocus (Blue Funnel line), due April 20th.
Dunera (P. & O.), from Shanghai, due to-day, about 5 a.m.
Tarayades (Blue Funnel), due April 20th.
Hector (Blue Funnel), due May 1st.
Macaron (Blue Funnel), due May 8th.
Wilko Maru (N.Y.K.), from Japan, due to-day.
Wile (China Mail), due April 18th at day-light.
Shidzuoka Maru (N.Y.K.), due May 13th.
Shinyo Maru (T.K.K.), due April 18th.
Shinyo Maru (T.K.K.), due to-day.
Summing, from Shanghai (via Amoy), due to-day.
Tientsin, from Shanghai (via Swatow), due to-day.
Venatchee (Admiral line), due May 1st.

PASSENGERS.

ARRIVALS.

Per s.s. *Haiching*, on April 17th:—Mrs. and Miss Butcher, Miss Brockett, Mr. Denny, Mr. Rea, Mrs. McCallum.

DEPARTURES.

Per s.s. *Atsuta*, on April 16th:—Mrs. H. M. S. Man, Mr. W. Phil, Mr. T. C. Field, Miss G. Harris, Miss E. Morris, Mr. P. Crosswhite, Mr. and Mrs. A. Vandam, Mr. N. F. Smith, Mr. Van R. Smith, Mr. and Mrs. J. E. Inch and family, Mr. Hutcheon, Mr. and Mrs. Watkins, Mr. and Mrs. Galloway, Mr. and Mrs. B. M. Ward, Mr. F. Garge, Mr. L. Lorton, Lieut. Com. Halfhide, Mr. and Mrs. Gunn, Mr. Block, Mr. B. Tannard, Mr. J. Robinson, Mr. and Mrs. Compton, Mr. and Mrs. Nicolls, Lieut. Bonham Carter, Lieut. Beckett, Lieut. Wardlaw Ramsay, Mr. J. McCarthy, Lieut. Com. Clarke, Mr. H. Peterson, Mr. J. Evans, Mr. and Mrs. W. Nash, Mr. G. Broome, Mr. J. Cayley, Mrs. Koller, Mr. J. M. Winther, Mr. Green, Mr. C. Macdonald, Mr. R. C. Swift, Mr. Arch, Mrs. Winther, Miss J. Winther, Mr. G. Short, R.N., Mr. J. Keane, R.N., Mr. Ballchamber, Mr. Rollitt, Master Rollitt, Mr. Taylor, Mr. Coombes, Mr. T. Graham, Mr. A. Hodges, Mr. Hodges, Mr. Leathie, Mr. Keller, Mr. Madison, Mr. H. Munroe, Mr. R. G. Young, Mr. V. Mahoney, Mr. G. Morgan, Mr. Anderson, R.N., Mr. Pettit, Mr. English, Mr. Hudson, Mrs. Leathie, Mrs. G. Morgan, Mr. and Mrs. R. H. Jewsbury, Mr. L. Wilkinson, Mr. J. Woodley, Sgt. and Mrs. Matthews, Q.M.S. Rollitt, Mr. E. K. Brotherton, Mr. Edmunds, and Mr. E. K. Gay.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Wakasa Maru* (Bombay line) left Kobe for this port via Moji on April 15th, and is expected on April 22nd.
 The N.Y.K. s.s. *Malacca Maru* (Calcutta line) left Calcutta for this port via Singapore on April 11th, and is expected on April 26th.

SHIPPING NOTES.

Captain S. J. G. Parsons, formerly of the N.Y.K., is in command of the ex-German liner *Norrmannia*, one of the steamers handed over to the Japanese under the terms of the peace treaty. Captain Parsons is very well-known throughout the East, and will be remembered as one of the most popular captains sailing to these ports. During the war he served with the Grand Fleet from 1914 to 1918.

The Nippon Yusen Kaisha has decided to place on the Bombay line the s.s. *Wakasa Maru*. This steamer has plenty of accommodation for 1st class passengers. She will be despatched hence on the 22nd inst. for Singapore, Colombo and Bombay.

LAUNCH OF A VESSEL AT SHANGHAI.

The seventh of eight vessels which are being built for Norwegian owners by the New Engineering and Shipbuilding Works, Limited, the s.s. *Hervar*, was successfully launched at the Company's Works, Yangtze Road last week.
 The s.s. *Hervar* and her sister vessels are built to "Dot Norske Veritas" highest requirements, the leading dimensions being as follows:—

Length over all 254' 6"
 Length between perpendiculars 245' 6"
 Breadth moulded 37' 0"
 Depth moulded 17' 0"
 The vessels are of the single depth type, divided into six water tight compartments and provided with a cellular double bottom for water ballast, extending fore and aft of the vessels. Water ballast is also carried in the fore and after peaks, the total capacity being 480 tons.
 The deadweight carrying capacity of the vessel is 2,000 tons and a speed of knots is easily obtained under loaded conditions, the average speed obtained on trial under ballast being 11½ knots.

WEATHER REPORT.

April 17th at 11.12.—Pressure has increased slightly at Shanghai and Haiphong, and decreased slightly elsewhere; a weak anti-cyclone has developed over N. China. The depression remains over Tongking.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.84 inches against an average of 8.78 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.
 Light westerly or variable winds, freshening later from N.E.; cloudy generally, probably some rain.
 Hongkong to Gap Rock
 Formosa Channel N.E. winds, fresh.
 South coast of China between (The same as Hongkong and Lamook) No. 1.
 Southeast of China between (The same as Hongkong and Hainan) No. 1.



These tiny Capsules—superior to Copalba, Cubeb, and Infusions—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience. Each Capsule bears the name, Paris, B. rue Vivienne. Sold by all Chemists.

C. P. O. S.

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki, (Moji), Kobe & Yokohama

Steamer	From Hongkong	Departure
EMPEROR OF RUSSIA	May 16	May 16
EMPEROR OF JAPAN	May 17	May 17
EMPEROR OF ASIA	May 26	May 26
EMPEROR OF RUSSIA	June 14	June 14
EMPEROR OF JAPAN	June 23	June 23
EMPEROR OF ASIA	July 7	July 7
EMPEROR OF RUSSIA	July 21	July 21
EMPEROR OF JAPAN	Aug. 18	Aug. 18
EMPEROR OF ASIA	Aug. 28	Aug. 28
EMPEROR OF RUSSIA	Sept. 16	Sept. 16
EMPEROR OF JAPAN	Sept. 30	Sept. 30

Passengers to Europe are strongly advised to secure the exact dates of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Through connections on the Atlantic are as completed as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passengers advised to call on the agent for full particulars.

For fares and other information please apply to HONGKONG OFFICE. Telephone 715. Cable address: GACAPAD. CANADIAN PACIFIC OCEAN SERVICES, LTD.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS AND HONOLULU. AMERICAN STEAMERS.

"VENEZUELA" ... Wednesday, April 20th.
 "GOLDEN STATE" ... About Monday, April 25th.

PANAMA SERVICE

Freight and Passenger.

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For SHANGHAI

For CALCUTTA via SINGAPORE, PENANG, AND RANGOON.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only; Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Thientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseille, Barcelona, the via Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address: "SOLANO." Hotel Mansions, Hongkong.

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To NEW YORK & BALTIMORE

To SEATTLE & VANCOUVER (via MANILA) "West Jessup" ... 22nd April
 To LOS ANGELES & SAN FRANCISCO (via HONOLULU) "West Jess" ... 25th April
 Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points. HONGKONG OFFICE.—1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3008. [461]

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICES

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU" ... sailing on or about 30th April.

FOR JAPAN.

Ports of call:—Moji, Kobe and Yokohama.

S.S. "SAMARANG MARU" ... sailing on or about 25th April.
 S.S. "BOERNEO MARU" ... sailing on or about 25th May.

For further particulars please apply to—K. SUZUKI, Manager, No. 55, Queen's Road Central, [767]



ON SALE
 BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1920.
 With Index, Price 7/6.
 On sale at the HONGKONG DAILY PRESS.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	April 27th
PEBBIA MARU	2,000	May 14th
TAIYO MARU	22,000	May 25th
SIBERIA MARU	22,000	June 10th
TENYO MARU	22,000	June 21st
KOREA MARU	22,000	July 1st

† Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA

CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDALAN ROUTE TO BUNION ALBANI.

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	14,000	May 18th
TOKUYO MARU	12,000	June 10th
RAKUYO MARU	17,500	July 11th

* Cargo only. For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager, King's Building.

Tel. Nos. 2374 & 2476

Agents at Canton:

Messrs. T. H. GRIFFITH, LTD.

[84]

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons
 S.S. "NILE" 11,000 Tons
 S.S. "CHINA" 10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" May 18th
 S.S. "NANKING" June 15th
 S.S. "NILE" April 21st

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING" June 4th

SAILING FROM

HONGKONG for SINGAPORE

S.S. "CHINA" April 30th
 S.S. "NILE" June 25th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURBRIDGE, FREIGHT & PASSENGER AGENT, FRANK'S BUILDING, 101 HOUSE STREET. TELEPHONE, PASSENGER DEPT. No. 1934. TEL. FREIGHT DEPT. & AGENT. No. 2161.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITABOEM	JAPAN	in port	18th Apr.	JAVA
TJISALAK	JAVA	"	21st Apr.	JAPAN
TJIBODAS	SHANGHAI	18th Apr.	19th Apr.	JAVA
TJILIWONG	JAVA	28th Apr.	3rd May	SHANGHAI
TJISONDARI	JAPAN	4th May	8th May	JAVA

* Wireless Telegraphy. The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building First Floor

Telephone No. 1874.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings subject to alterations.

Loading For Sailing on or about

"BOEROE" ... May ... AMSTERDAM & HAMBURG ... 20th May.
 "ALCOR" ... June ... ROTTERDAM & HAMBURG ... 20th June.
 "ALOHIBA" ... July ... AMSTERDAM & HAMBURG ... 20th July.

For full particulars please apply to

JAVA-CHINA-JAPAN LIJN.

General Agents,

Tel. No. 184.

York Building.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BRISA
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.,
Managing Agent."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

S.S. "KASENGA" ... 6th May

Subject to change without notice.

For particulars of sailings shippers are requested to apply to
the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE LTD.,
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD., and CHINA MUTUAL S.S. CO. LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK S.S. "CITY OF DUNKIRK" ... 25th Apr.

— do — S.S. "KNIGHT COMPANION" ... 13th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD. HONGKONG
HONGKONG AND CANTON.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail.

SWATOW AND HANGKOK	"CHUSAN"	On 18th April	10 A.M.
NEWCHANG	"YUNNAN"	On 19th April	Noon
AMOY, SHANGHAI & FUKOW	"SHANTUNG"	On 19th April	Noon
HOIHOW, FAKHOI & HIFONG	"KAFONG"	On 20th April	10 A.M.
SHANGHAI	"SUENING"	On 21st April	Noon
SHANGHAI	"WUHU"	On 21st April	Noon
SHANGHAI & TIENTSIN	"SUITANG"	On 22nd April	4 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 22nd April	4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all
Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers Electric light and Fans in Saloons
and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 to 10 Days).

HAILONG ... | Capt. W. Cooper | FRIDAY, April, 22nd, at 12 Noon.

HAIHONG ... | Capt. W. C. Fennell | WED. DAY, April, 27th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage apply to—

DOUGLAS LARPAIK & CO.,
General Manager.P. & O. - British India
Apcar & Eastern &
Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	8,414	18th April Noon	Singapore, Colombo, & Bombay.
"SOUJAN"	7,000	20th April	Marseilles, London & Antwerp
"DEVANHA"	8,000	22nd April	London & Antwerp
"WILKIN"	15,378	24th April	Singapore, Colombo & Bombay
"NAGOVA"	7,000	12th May	Marseilles, London & Antwerp
"FLASSY"	7,846	10th June	do.
"DELTA"	8,000	24th June	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA" | 5,800 | 16th April | Calcutta via Singapore, Pango & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	6th May	Batavia, Thursday Island Ternville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"TAKADA"	6,848	18th Apr. 9 A.M.	Amoy, Shanghai & Kobe.
"KANOWNA"	7,000	20th Apr.	Japan direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore
and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets
Singapore to Calcutta.

All Cargoes are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Excess Luggage (over 20 lbs. per passenger) will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNERS.

Consigners are reminded of the necessity to apply to the Company's Agents regarding
arrival of consignments expected of which they have received documents of service.
Any damaged packages must be left in the Godowns for examination by the Consignees,
and the Company's Surveyors, Messrs. GORDON & DOWNS, at 10 A.M. on MONDAYS and
THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here,
after which date they cannot be recognized. No Claims will be admitted after the goods
have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct
service via Singapore and Rangoon.

"BURMA MARU" ... Monday 18th April.

"CHINA MARU" ... Monday 18th April.

Buenos Aires, Rio de Janeiro, Santos, Mauritius,
Durban & Cape Town & SINGAPORE. PASSENGER SERVICE

"CHICAGO MARU" ... Sunday 15th May.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" ... Tuesday 18th April a.m.

"GANGES MARU" ... Saturday 30th April

DELI & HANGKOW & SAIGON & SINGAPORE—Regular monthly service.

"SHIBEN MARU" ... Sunday 1st May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and
Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Shanghai and Dairen—Regular fortnightly passenger service—passing as
intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in con-
nection with Chicago & Milwaukee St. Paul & Northern Pacific.

"ALBION MARU" ... Wednesday 20th April.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and
Colon Ports.

"SUMATRA MARU" ... Tuesday 31st May.

NEW ORLEANS LINE.

"SUMATRA MARU" ... Tuesday 31st May.

JAPAN PORTS—Shanghai, Yokohama, Kobe & Yokohama.

"SEIKO MARU" ... Thursday 21st April.

KEELUNG & SWATOW & AMOY—These steamers have excellent accommoda-
tion for 1st and 2nd class passengers and will arrive and depart from the O.S.K.
Wharf near the Harbor Office.

"AMAKUSA MARU" ... Sunday 24th April.

TAKAO & SWATOW & AMOY

"BOHRI MARU" ... Thursday 21st April

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building. (20)

Tel. Nos. 744 & 746.

For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents. (18)

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PASSENGER AND FREIGHT SERVICE.

For MANILA

S.S. "WENATCHEE" ... Sailing May 3rd.

For VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

From Hongkong

Arrive Seattle

S.S. "CROSSKEYS" Freight only April 19th May 31st.

S.S. "WENATCHEE" ... May 14th June 3rd.

S.S. "EDMORE" Freight only May 21st July 10th.

S.S. "KEYSTONE STATE" ... July 9th July 30th.

S.S. "ABERCOS" ... May 23rd.

For PORTLAND DIRECT

(Calling Kobe & Yokohama).

S.S. "MONTAGUE" Freight only April 29th June 1st.

S.S. "ABERCOS" ... June 2nd.

Through Bills of Lading issued to Overseas Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478.

5th Floor, Hotel Mansions. (71)



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS

OPERATING THE FOLLOWING U.S.S. STEAMERS

LAKE FARRAR ... May 2nd

LAKE ONAWA ... May 19th

Through bills of lading issued to all United States, Pacific Coast and
Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE

5th Floor, HOTEL MANSIONS BUILDING.

Tel. Adm. ADMIRALINE. Telephone 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.,
THE ADMIRAL LINE,

TELEPHONE

2477 & 2478.

AGENTS

5th Floor

HOTEL MANSIONS.

(173)

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DISPATCH DATE SAILING DATE

SHANGHAI, KOBE & YOKOHAMA ... "ANDRE LEBON" 20,000 ... On or about 27th April.

"ABBILLES" via SAIGON, SINGAPORE, COLOMBO, PORT SAUD ... "CHILI" ... 10,000 ... On or about 18th April.

"AMAZONE" ... 11,000 ... On or about 10th May.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUEHR, Agent, Queen's Building.

Telephone 74.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & HAMBURG.

"HWAH PING" ... April 22nd.

"VICTORIA" ... April 29th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents, 115, Canton Road Central.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Chili	18th inst.
ST. PAUL	Nile	18th inst.
SHANGHAI	Dunera	18th inst.
SHANGHAI	Tonkin	18th inst.
SHANGHAI	Shing Ma	18th inst.
SHANGHAI	Sumung	18th inst.
SHANGHAI	Nikko Maru	18th inst.

OUTWARD MAILS.

FOR	PER	DATE
Amoy, Shanghai, North China, and Japan	Takada	Monday, 18th, 8.00 A.M.
Singon, Straits, Bangkok, Egypt, and EUROPE via LIVERPOOL	Idomeneus	Monday, 18th, 9.00 A.M.
Bangkok, United States, Central and South America and EUROPE via SAN FRANCISCO	Maidai Maru	Monday, 18th, 10.00 A.M.
Java and Port Moresby via Batavia	Bull	Monday, 18th, 11.30 A.M.
Philippines	Thyrosom	Monday, 18th, 2.00 P.M.
Philippines	Hydangos	Monday, 18th, 3.30 P.M.
Philippines	Protetilus	Monday, 18th, 4.00 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"ELPENOR" 25TH APR. London, Rotterdam & Hamburg.
 "PYRRHUS" 3RD MAY London, Amsterdam & Antwerp.
 "DEMODOCUS" 22ND MAY London, Amsterdam & Antwerp.
 "AGAPENOR" 31ST MAY London, Amsterdam & Antwerp.
 "MACHAON" 14TH JUNE London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"AJAX" 19TH APR. Genoa, M'Isles, L'pool & G'gow.
 "ANTIOCHUS" 3RD MAY Genoa, M'Isles, L'pool & G'gow.
 "TYDEUS" 17TH MAY Havre, Liverpool & Glasgow.
 "EURYADES" 7TH JUNE Genoa, M'Isles, L'pool & G'gow.

PACIFIC SERVICE

"PROTESILAUS" 4TH MAY Victoria, Seattle & Vancouver.
 "TEUCER" 25TH MAY
 "TALITHYBIUS" 15TH JUNE.

NEW YORK SERVICE

"KT. COMPANION" 19TH MAY via Suez.

HOMeward PASSENGER SERVICE

"IDOMENEUS" 18TH APR. for London.
 "PYRRHUS" 3RD MAY, for London.
 "ANCHISES" 21ST JUNE for London.
 "TEIRESIAS" 7TH JULY for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE, AGENTS.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers



For BOSTON and NEW YORK



S.S. "MONGOLIAN PRINCE" 27th April, (via Suez).

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED, St. George's Building.

Telephone 3165.
Telegrams "Furprince."

ASIA BANKING CORPORATION

(AN AMERICAN BANK)

Capital ... U.S. \$4,000,000
 Surplus and Undivided Profit ... U.S. \$1,489,000

Head Office: NEW YORK.
 Branches: SAN FRANCISCO, SHANGHAI, CANTON, HANKOW, MANILA, TIENTSIN, CHEANGSHA, PEKING, SINGAPORE.

Head Office for the Orient, SHANGHAI.

D. M. BIGGAR, Manager.

HONGKONG CHINESE COMMERCIAL NEWS

Incorporated with the CHUNG NGOI SUN P.O. (Chinese Daily Press)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE

Terms for Advertising: Circulars (see) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong, 131, West Street, London, or from the different Agents.

Transcripts translated from a late Chinese

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office—3, Des Voeux Road Central, Hongkong Branch—Faneuil Building.

DOMESTIC AND FOREIGN BANKING SERVICE FREIGHT

CURRENT Savings and Fixed Deposits bear Interest at Rates 3 per cent, 4 per cent, 5 per cent, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. URANG LY, Manager.

COMMERCIAL

OPENING QUOTATIONS

April 18th.

ON LONDON.—	
Telegraphic Transfer	2/8
Bank Bills, on demand	2/8 1/2
Bank Bills, at 30 days sight	2/8 1/2
Bank Bills, at 4 months sight	2/8 1/2
Credit, at 4 months sight	2/8 1/2
Documentary Bills, 4 months sight	2/8 1/2
ON PARIS.—	
Bank Bills, on demand	89 1/2
Credit, at 4 months sight	750
ON NEW YORK.—	
Bank Bills, on demand	48 1/2
Credit, at 60 days sight	51 1/2
ON BOMBAY.—	
Telegraphic Transfer	188
Bank Bills, on demand	188
ON CALCUTTA.—	
Telegraphic Transfer	188
Bank Bills, on demand	188
ON SHANGHAI.—	
Bank Bills, at sight	100
Private, 30 days sight	110
ON YOKOHAMA.—On demand	100
ON MANILA.—On demand—Pesos	110
ON SINGAPORE.—On demand	110
ON BATAVIA.—On demand	143
ON HATYONG.—On demand	nom.
ON SAIGON.—On demand	83 1/2
ON BANGKOK.—On demand	83 1/2
GOVERNMENT BANK'S BUYING RATE	\$7.75 D.
GOLD LEAF 100 fine, per tael	\$49.50
BAR SILVER per oz.	33 1/2
Per cent.	
Hongkong	30 cents place
Hongkong	20 " " Discount.
Canton	20 " " " 0 1/2
Canton	20 " " " 14 1/2
Canton	20 " " " 0 00 Premium.

Per cent.
 Hongkong 10 cents place ... 0 1/2
 Hongkong 20 ... 0 10
 Canton 20 ... 14.85
 Canton 10 ... 0 00 Premium.

HONGKONG SAVINGS BANK

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920. [9]

THE BANK OF CHINA

行 中 國

(Specially authorized by Presidential Mandate of the Republic of China in the 22nd Session of November, 1917.)

Authorized Capital ... \$30,000,000.00
 Paid-up Capital ... 18,789,800.00
 Reserve Funds ... 7,796,023.00

HEAD OFFICE—PEKING.
 HONGKONG BRANCH—20-21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers—The National Provincial and Union Bank of England, Ltd.
 The Guaranty Trust Company of New York.
 New York Bankers—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
 Every description of Banking Business transacted.

Loans granted on approved securities.
 Special facilities for Home Exchange.
 Interest on Fixed Deposits at the following rates:

For 3 months, 3 per cent. per annum.
 For 6 months, 4 per cent. per annum.
 For 12 months, 5 per cent. per annum.

TSUYEE PEI, Manager.
 Hongkong, February 7th, 1921. [73]

QUARTERLY BANK OF INDIA, AUSTRALIA & CHINA

Incorporated by Royal Charter, 1882.
 HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000
 Reserve Fund ... £2,600,000
 Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
 CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.
 Hongkong, March 30th, 1921. [50]

BANQUE INDUSTRIELLE DE L'ORIENT (FRENCH BANK)

Subscribed Capital ... Frs. 150,000,000
 Paid Up Capital ... Frs. 75,000,000
 Reserve Funds ... Frs. 60,000,000
 Deposits ... Frs. 85,000,000

The Chinese Government owns one-third of the Capital.

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES: Lyons, Hongkong, Yunnan, Shanghai, Canton, Vladivostok, Peking, Singapore, Fochow, Hankow, Tientsin, Saigon, Swatow, Hainan, Hongkong, Yokohama, New York, London, Amoy, Bordeaux, Tientsin, Pnom-Penh, Batavia.

BANKERS: In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & M'land Bank, Ltd.

In SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: ORIENTBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTAGNIER, Manager.
 Hongkong, January 3rd, 1921. [51]

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

HONGKONG AND SHANGHAI BANKING CORPORATION

Hongkong Head Office:
 Paid-up Capital ... \$15,000,000
 Reserve Funds ... \$2,500,000
 Sterling ... \$21,500,000
 Silver ... \$21,500,000
 Reserve Liability of Proprietors \$15,000,000

Court of Directors:
 G. T. M. Edging, Esq., Chairman.
 G. M. Donnell, Esq., Deputy Chairman.
 D. G. M. Bernard, Esq., Hon. Mr. E. V. D. Parr.
 A. E. Compton, Esq., Hon. Mr. E. V. D. Parr.
 A. S. Galloway, Esq., W. L. Pattenden, Esq.
 Hon. Mr. P. H. Holyoak, J. A. Plummer, Esq.

Chief Manager:
 Hon. Mr. A. G. STEPHENS.

Manager Hongkong—A. H. BARLOW, Esq.
 Acting Manager Shanghai—G. H. STUTT, Esq.

LONDON BANKERS:
 LONDON COUNTY WESTMINSTER & PARRE'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, April 6th, 1921. [8]

THE BANK OF TAIWAN, Limited.

(TAIWAN GINSEK).
 Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000
 Capital (Paid-up) ... 45,000,000
 Reserve Funds ... 9,630,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Karento, Keelung, Makung, Nanto, Pusan, Shinshiku, Tientsin, Tainan, Takow, Tamul, Toiyen, Aho.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Borealeys, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
 LONDON COUNTY WESTMINSTER AND PARRE'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippines Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

H. KENDON, Manager.

HONGKONG BRANCH:
 8, Des Voeux Road Central.
 Hongkong, September 1st, 1920. [41]

THE UNION SPECIE BANK, LTD.

HEAD OFFICE:
 St. George's Buildings, Hongkong.

Chairman of Board of Directors:
 Mr. WONG SHUI HAM.

Chief Manager—Mr. L. S. HOLM.
 Asst. Manager—Mr. K. T. WONG.
 Hongkong Manager Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent, 4 per cent, and 5 per cent. per annum, respectively.

L. S. HOLM, Chief Manager.
 Hongkong, October 2nd, 1920. [119]

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—No. 2, Queen's Road Central, HONGKONG. Established 1919.

PAID-UP CAPITAL ... \$2,000,000.00
 RESERVE FUND ... 500,000.00

DIRECTORS:
 Mr. Poon Wai Tze, Chairman.
 Mr. Chow Shun Son, Mr. Kan Ying Po.
 Mr. Li Koon Chun, Mr. Mok Ching Kong.
 Mr. Fung Ying Shun, Mr. Wong Yau Kong.
 Mr. P. K. Kwok, Mr. Chan Ching Shun.
 Mr. Ng Chung Lak, Mr. Kan Chin Nam.

Chief Manager—Mr. Kan Tung Po.
 Asst. Manager—Mr. Li Tze Fong.

BRANCHES & AGENCIES—LONDON, SHANGHAI, KOBE, YOKOHAMA, NAGASAKI, SAIGON, SINGAPORE, PENANG, TIENTSIN, HANKOW, MANILA, BATAVIA, SAMARANG, SOERABAYA.

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 3 per cent. per annum on Savings Accounts 5 per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 1/2 per annum.
 For 6 months at the rate of 4 per annum.
 For 12 months at the rate of 4 1/2 per annum.

KAN TUNG PO, Chief Manager.
 Hongkong, October 1st, 1920. [51]

THE MERCHANTS BANK OF INDIEN, Limited.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £2,000,000
 Subscribed Capital ... £1,500,000
 Paid-up Capital ... £1,050,000
 Reserve Fund ... £1,050,000

BANKERS: THE BANK OF ENGLAND.

THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches: Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH:
 Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Acting Manager.
 7, Queen's Road Central, Hongkong, June 30th, 1920. [48]

BANQUE DE L'INDO-CHINE, (FRENCH BANK)

Head Office: 15bis Rue La Fayette, Paris.

Subscribed Capital ... Frs. 72,000,000.00
 Paid-up Capital ... Frs. 63,400,000.00
 Reserve Funds ... Frs. 69,547,503.54

BRANCHES: Bangkok, Hongkong, Saigon, Batavia, Hongkong, Shanghai, Canton, Nankai, Peking, Tientsin, Hankow, Harbin, Pnom-Penh, Pondichery.

BANKERS: N. FRANCES, Comptoir National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et de Pays-Bas, Crédit Industriel et Commercial, Société Générale.

IN LONDON: The National Provincial and Union Bank of England Ltd.

Comptoir National d'Escompte de Paris, Crédit Lyonnais.

IN NEW YORK: J. E. Morgan & Co., French American Banking Corporation, Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARROT, Acting Manager.
 Hongkong, November 1st, 1920. [54]

Printed and Published by HENRY ADOLPHUS CANNIBURY, at the HONGKONG DAILY PRESS, 104, Des Voeux Road Central, Victoria, Hongkong, London.

CHINESE 131, West Street, N.O.